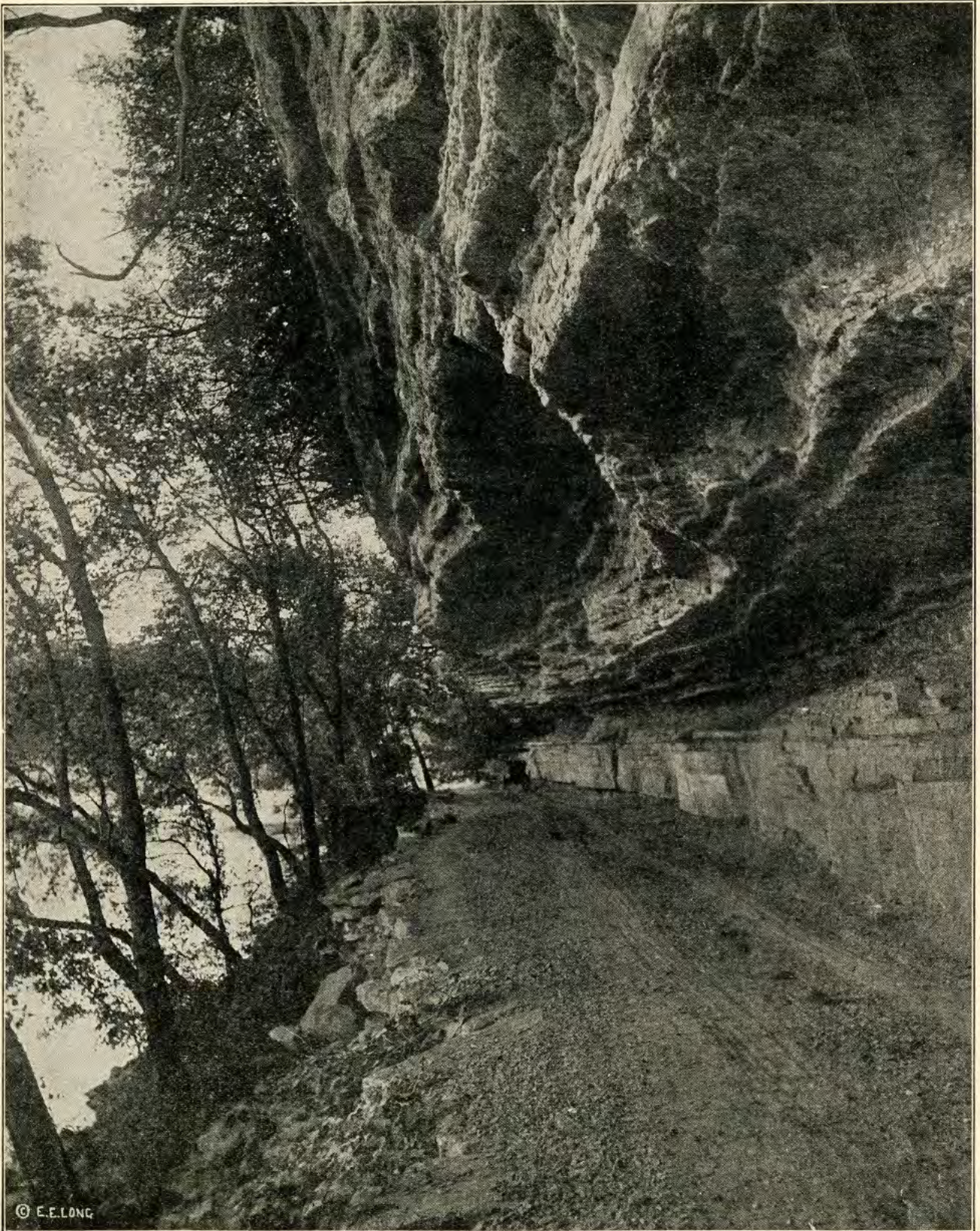


# JEFFERSON HIGHWAY DECLARATION



ON THE JEFFERSON HIGHWAY IN MISSOURI



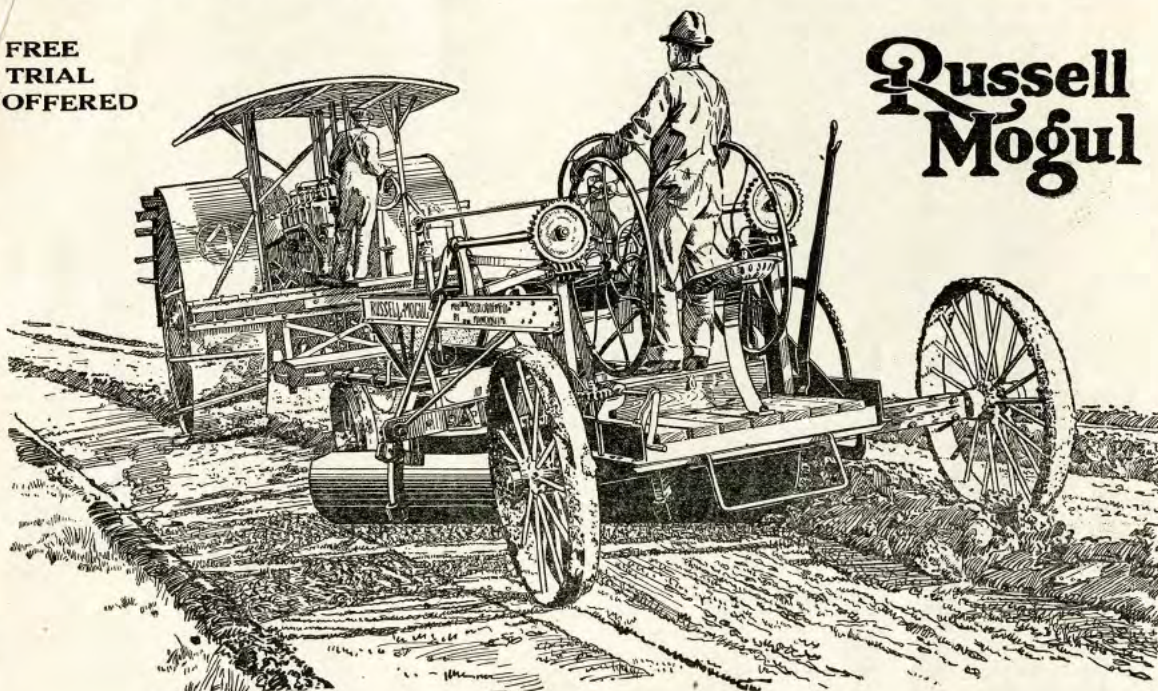
# Russell

*"The Stamp of Quality"*

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#### Write for Our Big 1917 Catalog Which Gives Road Facts You Should Have

This big 84 page colored catalog describes in detail, with colored illustrations, our full line of machines and gives the information every municipal road official and contractor needs. Write for it and keep it on file.

**RUSSELL GRADER MFG. CO., Minneapolis, Minn.**

*Representatives In All Principal Cities*



# Lewis and Clark's Expedition

BY A JEFFERSON HIGHWAY NEIGHBOR

ONE of the most important events in the history of the American people occurred in 1803 when Thomas Jefferson, President of the United States, purchased the great tract of land known as Louisiana.

Kind destiny smiled upon us when circumstances compelled Napoleon Bonaparte to part with Louisiana.

Robert Livingston and James Madison negotiated the deal in Paris with Barbe' Marbois, the French minister of the public treasury. Fifteen million dollars, a staggering sum for those days, was paid for an area as large as half the kingdoms of Europe.

The people of the United States were amazed at the transaction, they ridiculed "The Jefferson Purchase" as they called it, and lamented the vast sum paid for it. Jefferson bore the brunt of criticism with equanimity for well he knew time would sanction his act.

A hundred years afterward a wonderful exposition at St. Louis gave testimony to Jefferson's prescience. Today we are again showing our appreciation by giving his name to a great international highway that is to link our neighbors on the north with our own southern extremity; passing through the very territory that is ours because of Jefferson's wise forethought.

Thomas Jefferson realized as perhaps did no other man of his time the possibilities of the great unexplored land to the west of the then United States. He deemed it advisable to send out an expedition to ascertain the resources of the country. The Oregon Territory was known to explorers. Jefferson's keen interest in this and in Louisiana led him to secure an appropriation from Congress and to organize an expedition.

He chose Merriwether Lewis to head the party and William Clark as his associate. Both men held a commission in the military service of the United States. While the expedition was being organized the Louisiana Territory was yet a French possession. Arrangements progressed rather more leisurely after the party began to assemble in St. Louis awaiting news of the transfer of Louisiana to the United States. News traveled slowly in those days, so that the treaty ratified in July was not officially heard of in St. Louis until December.

The expedition that started out from Wood river opposite St. Louis on May 14, 1804, to explore the unknown region of Louisiana was a small band of brave men in three boats. It was nearly two and a half years before its return to St. Louis.

The personnel of this party of hardy explorers and their experiences during those two and a half years in a virgin country make a story that is replete with interest. The glamor of romance hangs over it. Looking down the vista of years we are filled with admiration and pride at the accomplishments of these pioneers. We marvel at their achievements with their simple equipment. It took half a million to send Stanley to Africa; Congress appropriated only twenty-five hundred for Lewis and Clark to make their great journey.

It is difficult to sort and adjust and eliminate the vast amount of material about this wonderful expedition and to shape the whole into a short paper.

After considerable reading, facts and statistics shift themselves into the background; these dead and gone men who made that initial journey across our continent assume a personality and an individuality and become a living presence. One sees in fancy the tall form of the fastidious, blue eyed Merriwether Lewis with his blonde hair tied in a queue, and his red headed friend and associate, William Clark. Sees also the warm hearted Patrick Gass, the boyish George Shannon, stalwart Hugh McNeil who planted a foot on either side of the Missouri at its source and thanked God he had lived to see that day. Surely, surely, these are more than mere names that march across the pages of history. They are living, breathing people who left friends and kindred, starting out blithely on an undertaking, the outcome of which was very doubtful. These strong men with one brave woman in their midst seem more like a pageant that is spread out to view than a book that is closed forever.

All honor to the noble man who conceived and made possible this journey of exploration. One is ever conscious of the strong personality of him who sent them out into the far west. Jefferson's kindly thought and loving solicitude for these, his men, seems to hang over the undertaking like a protective cloak. Throughout the journey the President's name is one to conjure with.

Let us consider what manner of men were the two captains and staunch friends who shared equally the honor and the responsibility of this difficult undertaking. Time and results have proven that Jefferson was all-wise in his selection of Merriwether Lewis to take charge of his cherished scheme of exploring the great northwest.

Jefferson had known Merriwether Lewis from his earliest childhood, had watched his youth and development and knew his natural ability. For two years the young Virginian had been the Secretary to the President, when he was appointed to his big task.

Said Jefferson, "The object of your mission is to explore the Missouri river and such principal streams of it as by their course communicate with the waters of the Pacific ocean and offer the most direct and practicable water way across the continent for the purpose of commerce."

Lewis was a born woodsman but to prepare himself for his undertaking he went to Philadelphia where lived the learned Dr. Barton under whom he studied botany, zoology and Indian history. He made astronomical observations, and numerous latitude and longitude calculations. Thus he who had inherited a fortune and held an enviable position in Washington planned to forego the pleasures of life in the capital for one in the wilderness that must mean toil and hardship.

It was Lewis, himself, who suggested William Clark as the most eligible person to accompany him and who generously decreed that they should go as co-captains. The fact that two men could hold equal rank and command the same expedition is an index to their unusual qualities.

Clark was also a Virginian from a family of fighting men. His brother, George Rogers Clark had already distinguished himself in warfare and rendered his country a great service.

Among the negroes at Mulberry Hill, the Clark home, was York who all his life had attended William. It was a foregone conclusion that York should accompany his young master on his hazardous journey.

The duties of the explorers were numerous and important. They were to make observations of latitude and longitude; were to observe the trade, commerce and tribal relations; to make note of the manners and customs, laws and general characteristics of the Indians whom they encountered. They were also to report upon the floral, mineral and animal characteristics of the country. They were to always bear in mind the desirability of opening trade relations with the Indians of whom almost nothing was then known.

Lewis left Washington, July 5, 1803, was joined by Clark at the Ohio, but the expedition was delayed at Pittsburg until August 31. Preparations were completed in St. Louis where they wintered, awaiting news of the transfer of Louisiana. Meantime the two captains were busy collecting men and stores for the trip. There were richly laced coats, medals and flags from Jefferson himself, knives, colored handkerchiefs, looking glasses. Of such fine things there were fourteen large bales with which to establish friendship with the child like Indians. Besides these, there was clothing, food, supplies, tools, fire arms, powder, lead for bullets.

In St. Louis lived Dr. Saugrain who was a very wonderful man to find in such a place. He it was who furnished medicines for the party from his own stores. When all the world depended on flint and steel, this Dr. Saugrain made matches. He made matches for Lewis and Clark that were struck on the Columbia a generation before Boston or London made use of the secret.



While Lewis was collecting stores, Captain Clark was drilling the men at Wood river.\* As finally organized the expedition was made up of two captains, twenty-six men, two French voyageurs, one of whom was an interpreter of Indian languages, one black man. All of these except York, were enlisted as privates in the military service of the United States. Sixteen others were engaged to accompany the party into the country of the Maredan Indians.

Every part of America was represented in that first exploring expedition. Lewis, the kinsman of Washington and Clark, from the tidewater cavaliers of old Virginia. There were Puritans, Yankees, Quakers, French interpreters and the black boy York, the forerunner of his people.

Never had St. Louis such days. There was hurry and bustle in the staid and quiet little town. When all was ready the two pirogues, fresh in new paint, one red and the other white rode at anchor. The big bateau, fifty-five feet from stem to stern with setting poles, and a square sail to catch the breeze, and twenty-two oars at the row locks, was pulled up along shore. Down under the decks and in the cabins had been stored the bales of gifts and provisions. The astronomical instruments and the surgical instruments together with such small conveniences as candles, tick and mosquito bars were there.

At last the party was off with the whole of St. Louis and Wood river down to the water to bid them God-speed.

Four days later, so slow had been their progress against the heavy head winds, they were only at La Charrette, the present St. Charles which at that time could boast of only seven poor houses. In one of these lived Daniel Boone, the famous Kentucky backwoodsman, a vigorous, strong old man.

On May 27 two canoes came plunging down the river bound for St. Louis with their heavy load of furs. Later three rafts, piled and heaped up to the water's edge came toward them on the swiftly moving current. So quickly were the plunging canoes and rafts moving, there was time only for a shouted greeting and farewell between those laboriously going up the river and those spinning and whirling down the river.

Soon summer was upon them, hot and tired, they, June 26, tied up at the mouth of the Kansas river. "Eat something, take little drink also," said the voyageurs. On the present site of Kansas City they pitched their tents. They tarried not at camp, however, we find them having a council of Indian tribes at Council Bluffs, trying to establish peace among the warring tribes.

It was there that Sergeant Floyd danced with the rest on a hot August night, became over heated, lay down on a sand bar to cool. All night Lewis and Clark tried to relieve his sufferings. At sunrise the boats set sail, taking poor Floyd whom all knew could not live long. He was the only one who started out destined not to return. A detail of brother soldiers bore the body to the top of the bluff and buried it with the honors of war, the first United States soldier to be buried beyond the Mississippi. A magnificent monument now marks his last resting place (Sioux City).

Steadily the party made its way up the river, often against a heavy wind, again carried along by a friendly breeze in their sail. They added old Dorian, a Frenchman whom they met on a Sioux raft to their party as interpreter. Through their interpreters, their numerous gifts and considerable diplomacy the two captains managed to make friends of most of the Indian tribes.

An interesting incident of the trip was that two handsome pelicans were shot one day. One of these was a splendid specimen, six feet from tip to tip, pure white with a tinge of rose and an enormous pouch full of fish under her bill. This trophy was preserved. Today the pelican is the emblem of the State of Louisiana.

Naturally the explorers saw great herds of buffalo. One night a frightened buffalo charged through the camp, miraculously escaping the heads of the sleeping men.

None of the party had ever seen a prairie dog before. A whole prairie dog town was discovered and a vain effort made to drown out the little creatures.

A distressing incident was that seventeen year old George Shannon, the jolly Irish boy, was lost eleven

days from the party and had quite been given up before he was found.

Toward the end of October, (1804), they arrived in the Mandan country, 1600 miles from St. Louis, near the present site of Bismark, N. D. Here preparations were made to winter. All hands willingly assisted in making the triangular fort—two rows of cabins of four rooms each with lofts above where snug and warm under the roof the men slept through the long, cold winter nights.

It was while building the winter quarters that Charboneau, a Frenchman, came with the Indians with whom he lived to be an interested spectator. One day two of his wives followed at his heels. One, a leathery old dame, the other a young Indian girl, Sacajawea, who had been captured from a Rocky Mountain tribe. It appeared that Sacajawea was just the person to interpret the languages of the Indians beyond the Rockies. So Carboneau and Sacajawea were added to the party, Carboneau to act as cook. They spent the winter in the fort. When spring opened, little Sacajawea, barely sixteen, bravely journeyed westward with the explorers, taking her baby with her.

Five busy months were spent in Fort Mandan. The hammers of Shields and Barton, the blacksmiths, rang merrily at their anvils. Boxes were made and hooped and ironed to go down in the big bateau that was too unwieldy to take farther up the river. In the stout boxes were packed Indian relics, numerous specimens, and many notes on things observed. Every member of the party also sent letters home. The bateau with thirteen men in charge left Fort Mandan on April 17, 1805 to return to St. Louis.

They had been traveling through a country from which a few hardy fur traders had returned, now they were going forward into regions where no white man had ever been. The magnificent adventure, Jefferson's own phrase, had taken on a new aspect. From Mandan they found it much more difficult to force their way against the current.

The mouth of the Yellow Stone was passed, then one day Captain Lewis, while scouting in advance of the others, heard a far distant sound of falling water. Soon he could see a mist like spray that filled him with rejoicing. "To him it was like the guiding column which led the Israelites in the desert, for he rightly judged that he was soon to see the Great Falls of the Missouri, of which the Indians sang."

A whole month was spent in making carriages and transporting the baggage the eighteen miles around the falls. Here a cache was made in which was buried various things that it was not advisable to carry farther.

Soon the party separated to ascertain which was the parent stream. The three forks of the Missouri were named for President Jefferson, and Madison and Gallatin, members of his cabinet. These names still survive, although Jefferson river is the true Missouri and not a fork of that stream. Lewis christened the little branches of the Jefferson, Philosophy, Wisdom and Philanthropy, considering those traits applicable to the President. However, those high sounding names have degenerated into such plebeian terms as Willow creek, Big Hole river and Stinking water.

Right at the head waters of the Missouri, Sacajawea found herself in the country of her people. The explorers had a huge task before them, the success of which depended very largely upon Sacajawea. Through her they hoped to make friends with the wondering Shosones and gain their assistance in crossing the Rocky Mountains. Sacajawea was recognized and welcomed by the Shosones. A counsel was held, the Indians were finally persuaded to provide horses and guide the white men across the mountains. It took about a month to accomplish this feat, the explorers came out on the other side a band of hungry and exhausted men.

A march along the Bitter Root Mountains through tribes of friendly Indians brought them to the head waters of the Columbia river. On the 15th of November they reached the Pacific Ocean, a red letter day for the explorers.

On the shores of Young's Bay they built a camp which was named Fort Clatsop, there the winter was passed. Sacajawea then rested from her long journey, caring for her baby and delightedly making moccasins preparatory for the homeward trip.

(Continued on Page 27)

\*The spot where this drilling took place is now occupied by one of the Standard Oil Company's plants a few miles east of Alton, Illinois.



# JEFFERSON HIGHWAY DECLARATION

Volume II



Number 2

MARCH, 1917

Published Monthly by Jefferson Highway Association, Des Moines, Iowa



## About Moving International Headquarters

### Several Letters on the Subject Bringing Out Salient Points of Interest

January 26, 1917.

Mr. D. N. Fink, Pres.,  
Jefferson Highway Association,  
Muskogee, Okla.

Dear Mr. Fink:—In reference to moving headquarters, will say, that I have had a conference here with Mr. Ralph Bolton, who occupies much the same relation to the Des Moines Club that I do to the Highway Association.

The Des Moines Club is composed of thirty members and is the premier organization that looks after the welfare of Des Moines.

On behalf of this Club, Mr. Bolton has tendered us free quarters, on the ground floor, in the Coliseum building which is located on the Des Moines river front, and on the line of the Highway as it passes onto the bridge, opposite the public library, and near the post-office. A most excellent locality for our purpose, in what is known as the Des Moines Civic Center, and a convenient place for our tourists to stop on their way through the city and get in touch with headquarters. The location is a mile east of Successful Farming and presents a splendid view across the river of the enlarged capitol grounds.

We are to have free light, heat, telephone and janitor service, and the three rooms, including ladies retiring room, to be decorated in appropriate manner fully equal to the quarters of the Greater Des Moines Committee which occupies similar quarters on the other side of the building.

I have been quite frank with Mr. Bolton, and told him that what we want, is a home, and not just a stopping place; that if we remain here, we are to take our place among the institutions of the city and be regarded and treated as such, in similar manner to what we are in other favored localities, and have gone over with him some of the main features of our organization. He has a hint of what we are doing and what we are planning to do, but does not yet fully understand the principles on which we are working or the forces that are pushing us on to success, but we will get this to him, and the thirty members of the Des Moines Club, within the year, and then Des Moines will take her proper place, not only in the development of the Highway, but in the benefits arising from it.

For these reasons and numerous others, which I have canvassed with you from time to time, **I recommend the retaining of headquarters in Des Moines.**

Sincerely yours,

J. D. CLARKSON, General Manager.

P. S.—This letter was shown to Mr. Bolton before mailing.

### NEW AUTO ROADS PLANNED

#### Okoboji Trail Will Have 241 Miles of Gravel

(From the Des Moines Register)

The Okoboji Trail will be the best automobile road north out of Des Moines this summer, according to Secretary Ralph Bolton, of the Greater Des Moines Committee. \* \* \* \* \*

A new road to St. Joseph, Mo., and Kansas City, shorter than the Jefferson Highway, has recently been established. It is called the Saints Highway, and is marked with a black letter "S" on a yellow band. It has been marked between Des Moines and St. Joseph. \* \* \*

The Greater Des Moines Committee has rented offices across the foyer in the Coliseum from their location to be used this summer by the Jefferson Highway Association officers. It will be made a point of direction to all autoists and serve the purpose of an auto club.

Des Moines, Iowa, February 5, 1917.

Mr. Ralph Bolton, Dir.,  
Greater Des Moines Committee,  
Des Moines, Iowa.

Dear Mr. Bolton:—I noticed the publicity hereto attached in Sunday morning Register and Leader.

It would seem to have been inspired by you and if it represents your viewpoint, I have some very frank statements to make. I wish to make them in writing, in order that there may be no mistake as to what was said and so that they may be a matter of record. I wish to make them now so that measures may be taken at once to avoid unpleasant relationships in the future.

If the first fruits of our acceptance of your tender of office space for our use on behalf of the Greater Des Moines Committee is to be given out of publicity that puts the Jefferson Highway in second or third place, or any other place than first place in highway matters, and it expresses your views or the views of the Greater Des Moines Committee, then we beg leave to withdraw from the arrangement tentatively agreed upon.

In discussing the subject with you originally, I was quite frank in stating that Des Moines did not know what the Jefferson Highway was and wanted the privilege of telling your committee about it, but you were quite sure they knew all about it, and had no time to give to its discussion. Against my better judgment, I consented to take your view on the subject.

This publicity vindicates my views of it. Aside from three or four men including Mr. E. T. Meredith, Mr. H. H. Polk and Senator Young, you and the large majority of men who are in the lead in Des Moines affairs have not grasped the meaning or value of the Jefferson Highway to this city to say nothing of its meaning and value to the balance of the territory.

(Continued on Page 8)



# Our Prison Problem

By FREDERICK D. GARDNER, Governor

**T**HE prison labor problem of this state is one of such gigantic magnitude that it is with no small degree of reluctance that I attempt to cover its merits and demerits in a brief article, as called for by your request.

It must be understood at the outset that Missouri has the largest single penal institution in the entire world, and we now have nearly three thousand convicts confined therein. For many years past this great penal institution has been maintained by hiring the inmates to private contractors who worked them inside the prison at from 50c to 75c a day. Modern thought over our state finally became so pronounced that a final annulment of all these contracts took place the first of the present calendar year and, at the same time, my administration of the affairs of the state began.

It will be readily seen that to properly handle this great problem during the present transitory period of changing from private contract system to state charge is far from a small job.

There is now pending in the present General Assembly of this state legislation introduced upon my recommendation by which we intend to completely revolutionize the management of the penitentiary and, as well, other kindred state penal institutions, by placing them in charge of a non-partisan board of control. This board will be invested with full authority to purchase and install manufacturing enterprises in the prison, such as a great binder twines industry, and the manufacture of all varieties of articles utilized by the state in all state institutions.

We are further inaugurating a great scheme of public highway building over our state in connection with aid as given by our Federal Government. Our board of control is to articulate and work with a like non-partisan board of state highway commissioners to the end that a great number of the convicts may be used in building these great state roads, and the penal board of control be paid a reasonable charge for the convicts' services. We hope in a few years to be able to make our prison laborers self-sustaining, have permanent highways over our state, and develop the physical and moral side of many of the convicts.

## CONVICTS' HONOR SYSTEM

(Editorial from Kansas City Journal)

One of the gratifying results of the new regime which has been introduced into the Missouri penitentiary is the newly established honor system. A meeting of the convicts was held a few days ago at which officers were elected and the preliminary steps taken to put the system into effect. It was a new era in the history of the institution and the results will be awaited with interest. Other penitentiaries have been conducted on this principle and the success of the plan has been demonstrated many times, despite the occasional failure of individuals to redeem the pledges they give not to violate the trust placed in them.

The example furnished by Warden Coddington of the Kansas penitentiary is especially illuminating. More than a dozen men were released from the prison to spend Christmas with their families and of the seventeen only one failed to return at the time agreed upon. Some of them were so anxious to vindicate the confidence reposed in them by the warden that they voluntarily curtailed their freedom by returning two or three days "ahead of time." The one man who delayed his return until after the expiration of the time agreed upon was brought back by officers from his Texas home and the indignant resentment which was visited upon him by the men who had faithfully abided by their solemn promises was an eloquent testimony of appreciation of the leniency exerted in their behalf.

An honor system for Missouri is an innovation of an almost sensational character. Punishment has been the keynote of the institution management, with the exception of occasional perfunctory paroles and pardons. No effort whatever has been made to reform prisoners, to appeal to the better nature that is not wholly extinguished by the most vicious manner of life. The convict has been regarded as merely a law-breaker, sent to prison to atone for his offenses against society. He is of course all this, but he is something more and it is this something to which enlightened criminology of the present day addresses itself.

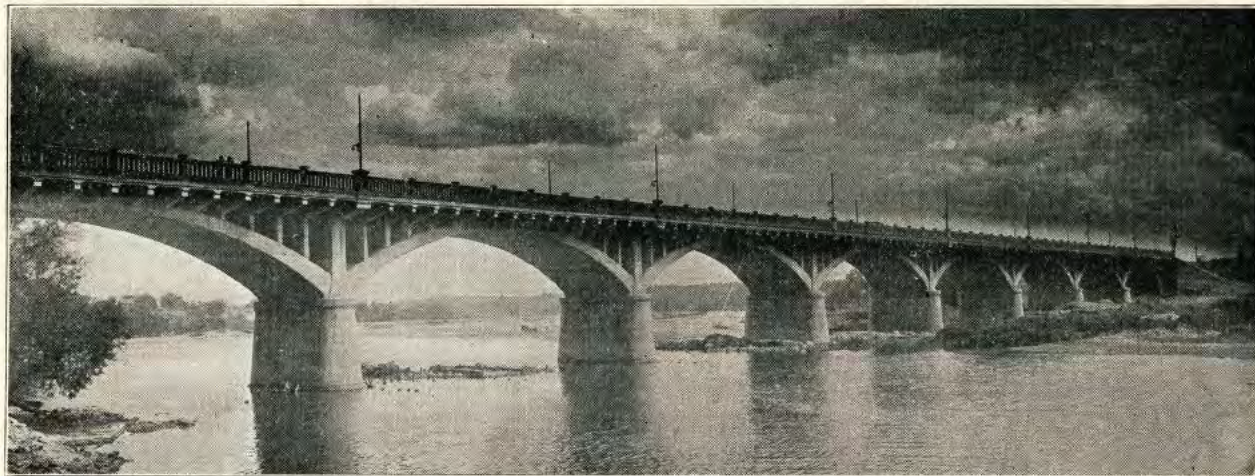
There can be no denying that leniency toward law-breakers often goes to very injudicious extremes. Favoritism is too often shown and too many men are the beneficiaries of a misplaced and often mawkish sentimentality. The parole power is not always exercised with fairness or discretion. Men are not always taught that every offense must be expiated, and this should be the prime feature of all punishment. But this is far from contending that expiation is all that enters into the equation. Neither society nor the individual is benefited by punishment alone and both society and the individual must be considered. The honor system is one of the most effective appeals that can be made to the individual, an appeal whose success makes for benefit to society.

Incidental to the organization of the convicts' governing board in charge of the Missouri honor system, it is interesting to note that a Harvard man was elected president and that a Kansas City man, sent up for life for the murder of a policeman, was chosen secretary. There was a very pronounced tendency on the part of the convicts to entrust the management of the system to "lifers," the theory being that their efforts would attract favorable attention and possibly result in their being pardoned or paroled—a sentiment which reflects the greatest credit upon the convict body as a whole. It is very much to be hoped that the excellent start already made will be maintained and that Missouri convicts will justify the new humaneness which is being displayed in their behalf. The matter lies entirely in their hands.

[EDITORIAL NOTE—Over supply and lack of demand for manufactured products creates hard times. Who has ever heard of an over supply of good roads? Would it not be the part of wisdom to prepare now for the wane of the present prosperous conditions, which must inevitably come, and be ready to manufacture good roads in much larger quantities than ever before, with perfect confidence that we will be immune from an over supply for many years to come?]



# A Dispute of Years Settled



The \$150,000 Reinforced Concrete Bridge to span the Canadian River between Eufaula and McAlester, Oklahoma.

## Last Open Link of Jefferson Highway to Be Welded Firmly with Steel and Concrete

**T**HE above legend set in box car letters across the front page of the McAlester OK. News-Capital expressed the importance of and the satisfaction with the settlement of a dispute of long standing which had held back much road development in Oklahoma.

One application of the Jefferson Highway spirit dissolved the dispute in two hours and fifty-five minutes. The story as told in local paper follows:

(From the News-Capital)

It is act now or lose the Jefferson Highway, according to an ultimatum given Tuesday afternoon by officials of the Jefferson Highway Association.

The dispute over the location of the Canadian river bridge has been settled and the immediate construction of a \$150,000 steel or concrete span, from bluff to bluff on the Eufaula site, is assured.

The conference between McAlester and Eufaula representatives was called by J. D. Clarkson, of Des Moines, Iowa, General Manager of the Jefferson Highway Association. The Eufaula representatives were C. E. Foley, C. W. Gust and G. J. Fuller, the McAlester representatives R. P. Brewer, Fred Russell and J. D. Jones. D. N. Fink, of Muskogee, president of the Jefferson Highway Association, who came in on the same train with the Eufaula delegates, presided over the conference.

### "Shoot or Give up Gun"

It's a question of "shoot or give up the gun," the officials of the general association told the joint committee. The general association and the other states interested in the Jefferson Highway have waited long enough on the settlement of the controversy which has held open this one link on the Highway for nearly two years, it was explained. Now, unless a settlement is reached at once and definite steps taken to erect a permanent bridge, it will be necessary to divert the trans-continental highway.

The representatives of the two towns argued all afternoon on the feasibility of rival sites, located within two and one-half miles of each other, and presented numerous plans of arbitration and settlement without avail.

### "Trade" Made in Minute

Then Mr. Foley suggested that, while he was not absolutely sure of the sentiment of his people, he believed they would be willing to subscribe \$15,000 to the fund if McAlester would raise the remaining \$60,000 and build the bridge wherever Pittsburg county wanted it.

"I expect you would," Mr. Russell responded.

"Well, turn the proposition around," suggested Mr. Gust. "You take \$15,000 stock and we'll build the bridge."

"We'll do it," Russell agreed.

"Then the argument's over," Gust said.

Mr. Brewer and Mr. Jones acquiesced in the agreement without hesitation and ten minutes later a contract was

signed, the Eufaula men agreeing to raise their part of the bridge fund by noon today. A telegram from Mr. Gust by Mr. Brewer this afternoon announced that the money was subscribed.

The McAlester men promised to raise the \$15,000 by Thursday.

### Everybody Wins

"It's a fine deal," declared Mr. Fink, commenting on the settlement. "Everybody wins."

"It's a great thing for the Jefferson Highway," said Mr. Clarkson. "Both sides and the whole Association are to be congratulated."

The agreement which settles the controversy of two years' standing between Pittsburg and McIntosh counties was reached late Tuesday evening, near the close of joint conference between committees from McAlester and Eufaula, representing the two counties.

### The Bridge Agreement

Here's the proposition:

In consideration of the right to select the site for the bridge, Eufaula business men agree to bear the brunt of the cost of the bridge, or to raise \$60,000 of the total cost.

McAlester business men agree to subscribe \$15,000.

Half of the total cost, or \$75,000, is to be raised by floating bonds on the improvement, the placing of which is guaranteed by D. N. Fink, Muskogee banker and President of the Jefferson Highway Association.

The bridge is to be financed through the organization of a Jefferson Highway Bridge Company, the capital stock of which will be \$75,000, to be issued to those subscribing at the rate of a dollar a share.

It will be a toll bridge.

### Here's Eufaula's Share

Eufaula, Okla., Feb. 14, R. P. Brewer, McAlester--Eufaula has subscribed her \$60,000 to the stock of the Jefferson Highway Bridge Company. Foley takes 7,500 shares, Turner and Turner 5,000, Fears 5,000, Brown Brothers 2,500, Belt 2,500, each of the four banks 5,000, Pyle 1,500, Tally 2,500, others in proportion.—Carl W. Gust.

The foregoing telegram, received this afternoon by R. P. Brewer of this city, announces definitely that Eufaula's part of the bargain has been complied with. McAlester got under the wire with her \$15,000 on schedule time.

Now that is settled, how about the road?

Are we to have a 365-day-road to this 365-day-bridge by the time the bridge is ready for use? Let's call the roll. What do you say Ottawa county? Craig county? Mayes county? Wagoner county? Muskogee county? McIntosh county? Pittsburg county? Atoka county? Bryan county?

We will print the response to this roll call in the next Declaration.





Making a social function of rocking the road across the Osage bottoms in Bates County, between Butler and Rich Hill, Missouri.

### ABOUT MOVING HEADQUARTERS

(Continued from Page 5)

If there is any road out of Des Moines better than the Jefferson Highway or one that is going to be better than the Jefferson Highway before long, it is because we have not had the privilege accorded us of presenting our case to the people of Des Moines as we have had of presenting it to the people of other communities which have received the information gladly and acted on it promptly and cheerfully.

On the first of February, you sent me a clipping from the Chicago Tribune with the terse notation that "The Tribune should be made to know that there is such a road as the Jefferson Highway that ranks next to the Lincoln Highway."

The Tribune was not properly informed as to the value and importance of the Jefferson Highway, in comparison with some of the other highways which it mentioned, but it was a headliner in comparison with the publicity we got in the Des Moines paper Sunday, and made no comparisons to our detriment.

If there is a shorter, more thoroughly marked and better highway, between Des Moines and St. Joseph than the Jefferson Highway, which I very much doubt, then we are in direct competition with such road for traffic and our people south of here in Iowa and Missouri would not care to make any joint arrangements for the giving out of information.

If the securing of the headquarters of the Jefferson Highway Association for Des Moines is to be rated about in the same category as that of a comfort station, or if the offices you tendered us are not for our exclusive use and under our exclusive control, then we certainly wish to withdraw from any tentative arrangements that may so far have been considered.

In discussing the subject, it was not only frankly but emphatically stated, that we did not care for a stopping place only; that what we wanted, was a home for our Association, and not being thoroughly satisfied that that was what we were going to get; I at one time attempted to withdraw, but a further canvass of the subject seemed to clear away that difficulty, but this publicity would seem to indicate that we were regarded in the light of a poor relation, and were to pay our lodgings by being polite to the visitors and rendering them any little service they might need.

Being the only International Highway on this Continent, and standing second only to the premier Highway of the country, the Lincoln Highway, and ahead of it in many respects, we do not consider ourselves the proper subjects of charity, philanthropy or patronage, and if Des Moines cares to put us in that position either purposely or carelessly, the sooner we find it out, the better for all parties.

If this publicity does not represent your views of the Jefferson Highway Association, or the views of the Greater Des Moines Committee, but on the contrary, you and your committee do consider the Jefferson Highway Association the biggest and most important project in its line ever offered Des Moines, and are ready to co-operate with us to produce the best road in and out of Des Moines and through Polk county, and do whatever may lay in your power to excite public interest to this end, we may yet, be able to do each other much good.

As I am leaving for Muskogee Wednesday night to confer the President of the Association on highway matters, I would be pleased to hear from you at your earliest convenience.

With kind regards, I am,

Sincerely yours,

J. D. CLARKSON, General Manager.

### The Greater Des Moines Committee

Des Moines, Iowa, February 5, 1917.

Dear Mr. Clarkson:—

Your prompt attention to the newspaper story in the Register and Leader convinces us of your extreme zeal in behalf of the Jefferson Highway. You are to be commended upon your prompt attention to its interests.

We hope that you do not seriously think that we are attempting to match the great Jefferson Highway with a road 241 miles long to Lake Okoboji. Lake Okoboji is a mecca for Des Moines people. Several hundred of our people tour annually to Lake Okoboji for a summer resort. The writer is interested in a cottage on Des Moines Beach which has been owned by the family for twenty-eight years.

Neither the Greater Des Moines Committee nor its secretary wishes to in any way minimize the Jefferson Highway Association. We think it is the second greatest road in the country. We hope to see the time when it will be the most important Highway in the United States. We have reason to believe that it will be paved to the southern city limits this year. We have agreed to loan money to the board of supervisors and have their assurance that they will gravel a good part of the road to the south and to the north. This does not show any lack of faith or appreciation on the part of the Greater Des Moines Committee toward the Jefferson Highway.

It is true that we are also interested in the River to River road and are trying to get this road graveled. We know that you do not expect us to center our affections exclusively on the Jefferson Highway. We know that you want us to keep an interest in other roads. The City of Des Moines wants to be not only a main line town, but wants to have some branch lines as well.

Concerning the Saints Highway, I believe that it has a shorter mileage as re-located than the Jefferson Highway between Des Moines and St. Joe. Our position on the Saints Highway is the same as on the Daniel Boone Trail. The Daniel Boone Trail, as you know, goes to St. Paul from Des Moines. We are willing to support the road because it develops its boosters who will get out and work with the neighbors to get the road graded, drained and dragged, and as a result there is one more good road leading to Des Moines.

We do not believe the Daniel Boone Trail in any way minimizes the importance of the Jefferson Highway. We do not think the Saints Highway in any way minimizes the importance of the Jefferson Highway; in fact, it is quite logical to believe that both will act as feeders to the Jefferson Highway. The Daniel Boone Trail at the one end can feed into St. Paul, at this end it can feed into Des Moines, to the Jefferson Highway. The Saints Highway can bring traffic into Des Moines that is bound to go out on the Jefferson Highway. It can bring people into St. Joe for southern bound traffic over the Highway.





**MARATHON**  
**TIRES**  
GUARANTEED 5000 MILES

BUILT TO MEET THE DEMAND  
FOR QUALITY—NOT THE  
COMPETITION OF PRICE

**THE MARATHON TIRE & RUBBER CO.**  
CUYAHOGA FALLS, OHIO  
CHICAGO OMAHA

In telling the reporter about the location of the offices, I told him we were giving the Association the quarters opposite ours in the Coliseum building; that I thought the location of the Highway was a splendid one and I looked forward to the time when tourists going through the city would learn to know that they could stop at the Jefferson Highway headquarters and get any tourist information that they desired; that the offices would serve tourists just as automobile clubs would serve them in other cities. I had in mind the service rendered by the automobile club at St. Paul. If I remember rightly, in your letter to Mr. Fink, you spoke of having a ladies' rest room in connection with your offices. I do not believe there is any difference in views between you and me on this subject.

Our position with reference to other roads is that we are anxious to help any body of men who wish to make a marked road to Des Moines. We will put up our share of the money. Not every one in southern Iowa can live on the Jefferson Highway and for that reason, they cannot all be boosters for the Jefferson Highway. We find that every road develops a certain number of enthusiasts who will work diligently to get the roads graded, drained and dragged. The more enthusiasts we can develop the more good roads there will be in Iowa. The more good roads there are in Iowa, the more good roads there will be leading to the City of Des Moines. They can not all be Jefferson Highways. They do not even have the ambition to be Jefferson Highways.

Yours truly,  
(Signed) RALPH BOLTON, Director.

Des Moines, Iowa, February 6, 1917.

Mr. Ralph Bolton, Dir.,  
Greater Des Moines Committee,  
Des Moines, Iowa.

Dear Mr. Bolton:—Replying to your letter of the 5th, I am pleased to note that you admire my activity and zeal in the cause of the Jefferson Highway. That is my long suit and I try to establish it as soon as possible. There are a lot of other people just as active and just

## OUR ADVERTISERS

We wish to call the attention of the Jefferson Highway Neighbors to the fact that our advertisers are a part of the family.

We do not solicit or accept advertising on a charitable or philanthropic basis. We propose to return to the advertiser every dollar he spends with us and a good fat dividend also.

The bigger these dividends, the more advertising we will get for the Declaration. So every one of the Jefferson Highway Neighbors will serve his own interests best by trading with our advertisers.

When road building machinery or materials are wanted write to our advertisers for particulars and prices and tell them you are a Jefferson Highway Neighbor. When an Automobile, Truck, Tires or Supplies are wanted, do the same.

When traveling on the Highway, take the latest issue of the Declaration with you and stop at Garages and Hotels which think enough of your patronage to advertise in your paper.

Co-operation between our advertisers and our Highway Neighbors is a game in which everybody wins.

JEFFERSON HIGHWAY ASS'N.



## THINK

How often you have been caught in a rain or snow storm, day or night, and had to either lower your shield, getting soaked, or looked around the side and said to yourself, "I'd give most anything to have a clear vision."

## Outlook Windshield Cleaners

will avoid this annoyance, give you a *clear vision* and avoid many an accident to yourself, car or pedestrian. Price **\$1.50**. Ask your Dealer **TODAY**, prepare for that next storm **NOW**.

If your dealer can't supply you, send \$1.50, his name, and receive this necessity postpaid. Money refunded if not satisfactory after 10 days trial.

For Windshields or Closed Cars. Two Types.

Write for booklet.

**THE OUTLOOK COMPANY**  
5514 Euclid Avenue Cleveland, Ohio

Standard Factory Equipment on Bour-Davis Cars





A cut in Morrison County, Minnesota, on the Jefferson Highway. What do you think of this Oklahoma and Louisiana?

as zealous, for the Jefferson Highway as I am; both in Iowa and elsewhere on the route.

You may expect me to go to the mat with you or any one else, any time along the line indicated in the correspondence.

You sidestep the issue very skillfully, but I have made the record straight, and am sending copies of the whole correspondence to some twenty-five people up and down the Highway. We are just as anxious as you are to see Iowa a net work of good roads, but we are not anxious to be the subject of the left handed publicity you gave us in the Sunday paper and the inch in the Monday paper. If this is the best the Greater Des Moines Committee can get for us, in the way of publicity, we prefer to help ourselves, cafeteria style, then we can at least have the privilege of choosing what is offered. We have no ambition to be named as being "Also There."

No, Brother Bolton, you are not "Sold" on the Jefferson Highway yet. You have been getting your information from the "Want" column. Turn over to the full page "Spread" for the real bargains there are in the Jefferson Highway counter for Des Moines.

Like all real bargain sales, there may be some crowding and jostling and standing in line, but the values we are dispensing are well worth the effort.

Will make no attempt to move until my return from Oklahoma in a week or ten days. Meanwhile, here is to the Jefferson Highway.

Sincerely yours,

J. D. CLARKSON, General Manager.

### THE BOY AND GOOD ROADS

(Editorial from Register and Leader, Des Moines)

John C. Abraham of Henry county, a farmer, writes a letter to the Mount Pleasant News, reproduced above, which shows what the man who studies rural problems from the farmer's standpoint thinks about the necessity of good roads.

The question raised by Mr. Abraham about the effect on rural population of the school tuition law when coupled with poor roads is worthy of the most serious consideration. It is a fact, as he says, that if boys board and room in a city during four years of their high school course they will refuse to go back to the farm. If the roads were such that they could go to and from the city schools, or if central rural high schools could be maintained, the boys would not be weaned from the farm.

What is to be done about it? Shall we encourage the boys to abandon the farm? Shall we deny them a high school education? Or shall we improve the roads so that they can obtain an education, stay on the farm, and find in connection with farm life all the enjoyments which now are only available in connection with city residence?

Mr. Abraham, it may be said, lives on a farm nine miles from Mount Pleasant, and is one of the heavy taxpayers of Henry county.

### A MILITARY ROAD

#### War Department Accepts Tender of Jefferson Highway

It has been the ambition of the Jefferson Highway Association to have the Highway adopted by the Federal Government, as an International Military Highway. Realizing that within ten days from the time war was declared the railroads of the country would be congested with traffic we wired as follows:

Des Moines, Iowa, February 6, 1917.

Secretary of War,

Washington, D. C.

In case of war we tender our Highway and our Highway Organization consisting of twenty-two hundred miles of road from Winnipeg to New Orleans, La. and six hundred eighty-six men in our organization located every three or four miles along the Highway. We can touch the button that will put these men in action from Winnipeg to New Orleans. In case of necessity use us to the limit.

JEFFERSON HIGHWAY ASS'N,

By J. D. Clarkson, Gen'l Manager.

February 7, 1917.

Mr. J. D. Clarkson,

Gen'l Mgr., Jefferson Highway Ass'n,

Des Moines, Iowa.

Dear Sir—I beg leave to acknowledge the receipt of your communication of recent date and to thank you for your generous offer of service. Your communication has been preserved for reference should need arise.

Faithfully yours,

N. D. BAKER,  
Secretary of War.

This was followed in first mail by numerous blanks to be filled in with information necessary to have on file at Washington which will be supplied at once.

Full detailed plans have already been made at Association headquarters for instantaneous action if need arises.

In the unfortunate event of war, we know our splendid organization can and will give a good account of itself in patriotic action.

### YOUR LOCALITY

There is much going on in your locality that would be of interest to the Neighbors up and down the Highway.

Let us know about it so we can put it in the Declaration.

It will do your locality no harm and may do it much good.





Putting gravel on the Jefferson Highway in Story county, Iowa. Note drift in center of road. When Mr. Ed Aldeman, of Nevada, in Story county, Iowa, promised Mr. Harry H. Polk, of Des Moines, Vice-President of Jefferson Highway for Iowa, to gravel the Jefferson Highway through Story county in 1916 every one thought he had promised the impossible, yet it has been done.

Saint Paul, Minn., Dec. 27, 1916.

Mr. J. D. Clarkson, General Manager,  
Jefferson Highway Declaration,  
1714-18 Locust St., Des Moines, Iowa.

Dear Sir—Pardon me for a friendly criticism of your publication "The Jefferson Highway Declaration," a few numbers of which have come under my observation.

I take it that the publication is intended to boost the Jefferson Highway which is understood by those moderately acquainted with the project to start from some point at the Gulf and extend to some point on the Canadian border. There are undoubtedly others better informed who can describe the proposed route more accurately.

The columns of your publication contain most valuable and interesting good roads news and propaganda but not a word to satisfy the curiosity of 90 per cent. of your new readers who naturally ask the question, what is the Jefferson Highway and where is it proposed to be built? Since the object of the Association is to make new converts and boosters for the project, and your publication is addressed to NEW readers who have probably not read your first number where I presume this project was fully described, would it not be well to devote and keep in each succeeding issue a page to a clear statement of the project accompanied by a map showing in a general way the proposed location of the Highway. It seems to me that this would act as a constant incentive to states and counties located along the route and would induce the authorities to apportion a greater share of their appropriations to those roads which will be shown by this map to be a part of the proposed trunk line known as the Jefferson Highway.

To illustrate, we are centering all our energies here in pushing the construction of a hard surfaced road from St. Paul to Duluth at considerable expense. In inducing the civil authorities to make the necessary appropriations and in soliciting individuals in supplementing the same, we are using the argument that this road may possibly be a link in the proposed Jefferson Highway, but it would strengthen the argument as well as the contributions if we could show this to be not only a possibility but a probability or a certainty.

Incidentally, if you have a good map showing this proposed Highway, I should be pleased to receive a copy of it.

Yours for the promotion of all good roads,  
GEO. C. LAMBERT,  
604 Pioneer Bldg., St. Paul.

The foregoing letter is published in full because it raises some valuable points.

There is the danger that we will take it for granted that the public in general knows all about the inception and progress of this great enterprise and we are going to remedy that fault as much as space and time will permit.

However we want to suggest to Mr. Lambert and others newly interested in the Jefferson Highway that it is quite an underfaking to organize, finance and locate a Highway 2,628.2 miles long, and the last link was lo-

cated about the time Mr. Lambert's letter reached the office.

His letter seems to indicate that some difficulty is being experienced in pushing the St. Paul-Duluth road as rapidly as desired, yet that project has been on the carpet longer than the Jefferson Highway and is not one-tenth as long. The people who have put over the Jefferson Highway project to its present state of advancement have not been idle. What Mr. Lambert asks and others are looking for, has not been withheld from the lack of a desire to furnish it or a full appreciation of its value.

We had to have money before we could turn a wheel. We had to have an organization before we could spend the money properly and we had to locate the road before we could issue a map.

This has all been done in less than twelve months. The name of every town on the Highway is printed in this issue together with the mileage and 1910 population. Maps and guides will be in the printers' hands within ten days and ready for distribution in the due deliberate course of the printers' art.

Meanwhile we want to thank Mr. Lambert for his suggestions and ask others to write us.

### RUNNING THE SCALE

Waterway news from all over the Highway this month indicates that things are being tuned up for a grand concert next summer.

McIntosh county in Oklahoma, touches a few keys on the treble clef, announcing a symphony in concrete, under the title "All the small culverts and bridges in McIntosh county are either built or under construction."

Then Scott Laird of Thief River Falls, Minnesota, joins in "You will be pleased to learn that Kitson county, the northmost county in the United States on the Jefferson Highway, has ordered a steel bridge for two rivers, north of Hallock, to cost \$12,000.

A. B. Singletary, of Baton Rouge, Louisiana, fingers a few keys lower down. "We have a \$15,000 bridge assured for Bayou Manchac, at Hope Villa, fourteen miles east of Baton Rouge, to be financed one-third each by the state highway department and the two adjoining parishes."

Then Eufaula, Oklahoma, crashes in on the lower end of the keyboard "\$60,000 raised here by subscription in ten hours."

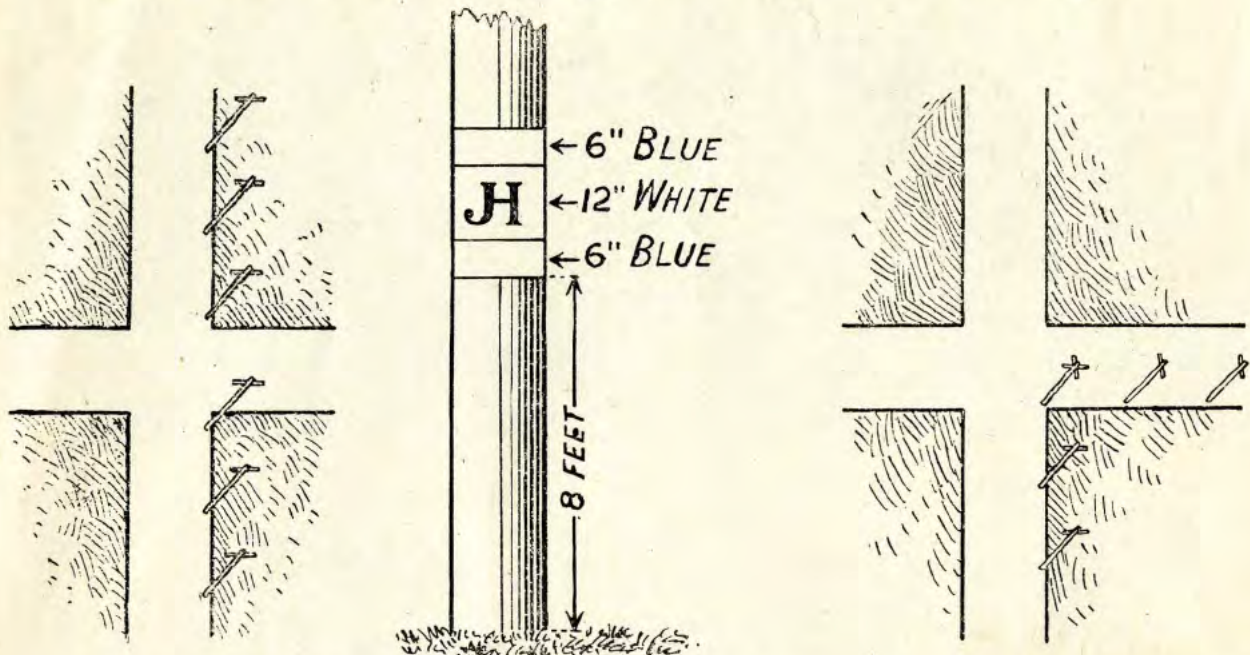
McAlester next fingers a few keys on the lower end, "\$15,000 raised here."

Then D. N. Fink, President of the Jefferson Highway Association, strikes with force a few more keys, "Muskegon, Oklahoma, will take \$75,000 in bonds;" and the rumble is heard from New Orleans to Winnipeg. "A \$150,000 concrete bridge is provided for the Canadian river in Oklahoma."

Meanwhile every one of the eighty-nine counties on the Highway, is running the scale on some kind of an instrument all the way from a \$5 road drag to a \$5,000 power road machine, all working in perfect harmony.



# Jefferson Highway Mileage



The above shows the manner of marking the poles on the Jefferson Highway. A six inch band of blue, a twelve inch band of white and a six inch band of blue with the monogram J. H., indicates the way to drive. If the poles are marked in a straight line past the intersecting road it indicates a straightaway. If two marks are seen on the intersecting road it means turn to right or left following the marks.

## WINNIPEG, CANADA, TO ST. PAUL, MINNESOTA

Read Down	Read Up	Intermediate	Station	Municipality	State
00.0	557.5	00.0	Winnipeg		Can.
5.5	552.0	5.5	St. Vital	Ft. Garry	"
9.7	547.8	4.2	St. Norbert	"	"
24.4	533.1	14.7	St. Agatha	MacDonald	"
40.8	516.7	16.4	Morris	"	"
47.0	510.5	6.2	St. Jean Baptiste	Montcalm	"
55.9	501.6	8.9	Letellier	"	"
67.9	489.6	12.0	Emerson	Franklin	"
68.9	488.6	1.0	Noyes	Kittson	Minn.
73.9	483.6	5.0	St. Vincent (1 m. W.)	"	"
79.9	477.6	6.0	Humboldt	"	"
85.9	471.6	6.0	Northcote	"	"
92.0	465.5	6.1	Hallock	"	"
108.4	459.1	16.4	Bronson	"	"
			Halma (Just to E.)	"	"
124.9	442.6	16.5	Karlstad	"	"
168.6	398.9	43.7	Thief River Falls	Pennington	"
177.6	389.9	9.0	St. Hilaire	"	"
189.6	377.9	12.0	Red Lake Falls	Red Lake	"
206.1	361.4	16.5	Brooks (½ m. S.)	"	"
217.3	350.2	11.2	Oklee (1 m. N.)	"	"
224.6	342.9	7.3	Trail	Polk	"
228.6	338.9	4.0	Gully (½ m. S.)	"	"
237.6	329.9	9.0	Gonvick	Clearwater	"
244.4	323.1	6.8	Clearbrook	"	"
258.0	309.5	13.6	Bagley	"	"
264.0	303.5	6.0	Shevelin	"	"
270.0	297.5	6.0	Solway	Beltrami	"
289.4	278.1	19.4	Bemidji	"	"
324.8	242.7	35.4	Itasca State Park	Hubbard	"
348.3	219.2	23.5	Park Rapids	"	"
362.3	205.2	14.0	Menahga	Wadena	"
371.7	195.8	9.4	Sebek	"	"
387.0	180.5	15.3	Wadena	"	"
			Aldrich	"	"
395.8	171.7	8.8	Verndale	"	"
407.7	159.8	11.9	Staples	Todd	"
422.7	144.8	15.0	Lincoln	Morrison	"
431.7	135.8	9.0	Cushing	"	"
437.8	129.7	6.1	Randell	"	"
449.8	117.7	12.0	Little Falls	"	"
462.9	104.6	13.1	Royalton	"	"
470.0	97.5	7.1	Rice	Benton	"
483.2	84.2	13.8	Sauk Rapids	"	"
485.7	81.8	2.4	St. Cloud	Sherburne	"
498.5	69.0	12.8	Clear Lake	"	"
505.7	51.8	7.2	Becker	"	"
513.9	43.6	8.2	Big Lake	"	"
521.4	36.1	7.5	Elk River	"	"
533.3	24.2	11.9	Anoka	Anoka	"
539.5	18.0	6.2	Osseo	Hennepin	"
543.5	14.0	4.0	Robbinsdale	"	"
547.5	10.0	4.0	Minneapolis	"	"
557.5	00.0	10.0	St. Paul	Ramsey	"

Winnipeg to St. Paul, 557.5 miles.

## ST. PAUL TO KANSAS CITY

Read Down	Read Up	Intermediate	Station	County	State
00.0	503.0	0.0	St. Paul	Ramsey	Minn.
15.6	487.4	15.6	Rosemount	Dakota	"
23.1	479.9	7.5	Farmington	"	"
29.6	473.4	6.5	Castle Rock—to N.	"	"
37.2	465.8	7.6	Northfield	Rice	"
40.5	462.5	3.3	Dundas	"	"
52.2	450.8	11.7	Faribault	"	"
61.0	442.0	8.8	Medford	Steele	"
68.1	434.9	7.1	Owatonna	"	"
86.5	416.5	18.4	Geneva	Freeborn	"
100.8	402.2	14.3	Albert Lea	"	"
108.8	394.2	8.0	Glenville	"	"
120.0	383.0	11.2	Northwood	Worth	Iowa
126.7	376.3	6.7	Kensett	"	"
131.5	371.5	4.8	Manly	"	"
137.5	365.5	6.0	Freeman	Cerro Gordo	"
142.5	360.5	5.0	Mason City	"	"
154.2	348.8	11.7	Rockwell	"	"
160.9	342.1	6.7	Sheffield	Franklin	"
164.9	338.1	4.0	Chapin	"	"
171.1	331.9	6.2	Hampton	"	"
189.2	313.8	18.1	Iowa Falls	Martin	"
205.1	297.9	15.9	Hubbard	"	"
215.4	287.6	10.3	Zearing (½ m. E.)	"	"
225.6	277.4	10.2	Colo	"	"
232.8	270.2	7.2	Nevada	Story	"
245.2	257.8	12.4	Cambridge	"	"
258.8	242.2	13.6	Ankeny	Polk	"
271.0	232.0	12.2	DES MOINES	"	"
283.6	219.4	12.6	Somerset	Warren	"
289.7	213.3	6.1	Indianola	"	"
300.1	202.9	10.4	Cool	"	"
303.7	199.3	3.6	Medora	"	"
308.2	194.8	4.5	Liberty	Clarke	"
320.9	182.1	12.7	Osceola	"	"
331.1	171.9	10.2	Weldon (1½ m. E.)	"	"
333.1	169.9	2.0	Van Wert (1 m. W.)	"	"
343.1	159.9	10.0	Leon	Decatur	"
352.2	150.8	9.1	Davis City	"	"
359.5	143.5	7.3	Lamoni	"	"
373.6	129.4	14.1	Eagleville	Harrison	Mo.
389.3	113.7	15.7	Bethany	"	"
392.1	110.9	2.8	Junction	"	"
410.8	92.2	18.7	Pattonsburg	Daviess	"
424.6	78.4	13.8	Winston	"	"
439.6	63.4	15.0	Cameron	Clinton	"
448.6	54.4	9.0	Keystone	"	"
454.1	48.9	5.5	Perrin	"	"
462.1	40.9	8.0	Plattsburg	"	"
475.6	27.4	13.5	Trimble—Junction	"	"
482.3	20.7	6.7	Smithville	Clay	"
488.8	14.2	6.5	Nashua	"	"
492.5	10.5	3.7	Gashland	"	"
503.0	000.0	10.5	Kansas City	Jackson	"

Winnipeg to St. Paul 557.5 miles.

St. Paul to Kansas City 503.0 miles; total 1,060.5 miles.



## KANSAS CITY, MISSOURI TO DENISON, TEXAS

Read Down	Read Up	Intermediate	Station	County	State						
00.0	518.4	00.0	Kansas City	Jackson	Mo.	184.5	233.7	2.2	Meeker	"	"
11.2	507.2	11.2	Rayton	"	"	186.4	231.8	1.9	Lloyd	"	"
32.7	485.7	21.5	Lee's Summit	"	"	190.5	227.7	4.1	Cheneyville	"	"
36.5	481.9	3.8	Pleasant Hill	"	"	195.5	222.7	5.0	Bennetville	Avoyelles	"
50.1	468.3	13.6	Harrisonville	Cass	"	200.8	217.4	5.3	Bunkie	St. Landry	"
64.6	453.8	14.5	Archie	"	"	216.5	201.7	15.7	Morrow	"	"
72.1	446.3	7.5	Adrian	"	"	225.0	193.2	8.5	Rosa	"	"
77.7	440.7	5.6	Passiac	"	"	233.1	185.1	8.1	Palmetto	"	"
83.4	435.0	5.7	Butler	"	"	252.8	165.4	19.7	Melville	"	"
99.0	419.4	15.6	Rich Hill	"	"	266.0	152.2	13.2	Fordche	Pointe Coupee	"
106.8	411.6	7.8	Arthur	"	"	276.4	141.8	10.4	Marringouin	Iberville	"
111.2	407.2	4.4	Horton	"	"	282.7	135.5	6.3	Rosedale	"	"
122.8	395.6	11.6	Nevada	"	"	298.9	119.3	16.2	Port Allen	W. Baton Rouge	"
131.8	386.6	9.0	Milo	"	"						
139.6	378.8	7.8	Sheldon	"	"						
145.6	372.8	6.0	Irwin	"	"						
152.6	365.8	7.0	Lamar	"	"						
159.5	358.9	6.9	Boston	"	"						
166.2	352.2	6.7	Jasper	"	"						
171.2	347.2	5.0	Carytown	"	"						
177.6	340.8	6.4	Carthage	"	"						
187.6	330.8	10.0	Cartersville	"	"						
189.6	328.8	2.0	Webb City	"	"						
195.6	322.8	6.0	Joplin	"	"						
204.6	313.8	9.0	Galena	Cherokee	Kans.						
208.6	309.8	4.0	Lowell	"	"						
211.7	306.7	3.1	Baxter Springs	"	"						
230.2	288.2	18.5	Miami	Ottawa	Okla.						
242.4	276.0	12.2	Welch	Craig	"						
261.9	250.5	19.5	Vinita	"	"						
272.2	246.2	10.3	Big Cabin	"	"						
281.5	236.9	9.3	Adair	Mayes	"						
292.4	226.0	10.9	Pryor	"	"						
303.0	215.4	10.6	Choteau	"	"						
320.3	198.1	17.3	Wagoner	Wagoner	"						
334.3	184.1	14.0	Muskogee	Muskogee	"						
355.1	163.3	20.8	Okataha	"	"						
364.1	154.3	9.0	Checotah	McIntosh	"						
380.1	138.3	16.0	Bufaula	"	"						
392.1	126.3	12.0	Canadian	"	"						
396.2	122.2	14.1	Crowder	"	"						
411.6	106.8	15.4	McAlester	"	"						
420.2	98.2	8.6	Savana	"	"						
428.8	89.6	8.6	Kiowa	"	"						
449.7	68.7	20.9	Stringtown	Atoka	"						
457.7	60.7	8.0	Atoka	"	"						
463.1	55.3	5.4	Peck	"	"						
471.3	47.1	8.2	Caney	"	"						
481.1	37.3	9.8	Caddo	"	"						
494.0	24.4	12.9	Durant	"	"						
499.8	18.6	5.8	Calera	"	"						
509.4	9.0	9.6	Colbert	"	"						
518.4	0.0	9.0	Denison	"	"						

Winnipeg to St. Paul 557.5 miles.

St. Paul to Kansas City 503.0 miles; total 1,060.5 miles.

Kansas City to Denison 518.4 miles; total 1,578.9 miles.

## DENISON, TEXAS TO SHREVEPORT, LA.

Read Down	Read Up	Intermediate	Station	County	State						
00.0	280.9	00.0	Denison	Grayson	Texas	000.0	529.5	000.0	St. Paul	Ramsey	Minn.
11.4	269.5	11.4	Sherman	"	"	142.5	387.0	142.5	Mason City	Cerro Gordo	Iowa
34.9	246.0	23.5	Whitewright	"	"	271.0	258.5	128.5	Des Moines	Polk	"
43.9	237.0	9.0	Trenton	Fannin	"	389.3	140.2	118.3	Bethany	Harrison	Mo.
52.7	228.2	8.8	Leonard	"	"	392.1	137.4	2.8	I. T. Junction	"	"
62.1	218.8	9.4	Celeste	Hunt	"	399.7	129.8	7.6	New Hampton	"	"
75.9	205.0	13.8	Greenville	"	"	408.0	121.5	8.3	Albany	Gentry	"
86.8	194.1	10.9	Campbell (1 m. N.)	"	"	423.9	105.6	15.9	Ford City	"	"
92.3	188.6	5.5	Cumby	Hopkins	"	430.8	98.7	6.9	King City	"	"
100.3	180.6	8.0	Brearshear	"	"	439.5	90.0	8.7	Union Star	DeKalb	"
109.0	171.9	8.7	Sulphur Springs	"	"	448.8	80.7	9.3	Rochester	Andrew	"
122.3	158.6	13.3	Weaver	"	"	456.9	72.6	8.1	Avenue City	"	"
128.3	152.6	6.0	Satillo	"	"	466.2	63.3	9.3	ST. JOSEPH	Buchanan	"
135.4	145.5	7.1	Mt. Vernon	Franklin	"	487.0	42.5	20.8	Dearborn	Platte	"
144.4	136.5	9.0	Winfield	Titus	"	495.7	33.8	8.7	Edgerton	"	"
153.4	127.9	9.0	Mt. Pleasant	"	"	502.1	27.4	6.4	Trimble—I. T. Junc.	"	"
165.4	115.5	12.0	Pittsburg	Camp	"	508.8	20.7	6.7	Smithville	Clay	"
184.8	96.1	19.4	Gilmer	Upshur	"	515.3	14.2	6.5	Nashua	"	"
200.0	80.9	15.2	Gladewater	Gregg	"	519.0	10.5	3.7	Gashland	"	"
213.0	67.9	13.0	Longview	"	"	529.5	00.0	10.5	Kansas City	Jackson	"
236.7	44.2	23.7	Marshall	Harrison	"						
245.8	35.1	9.1	Scottsville	"	"						
255.5	25.4	9.7	Jonesville	"	"						
259.1	21.8	3.6	Waskom	"	"						
280.9	00.0	21.8	Shreveport	Caddo Parish	La.						

Winnipeg to St. Paul 557.5 miles.

St. Paul to Kansas City 503.0 miles; total 1,060.5 miles.

Kansas City to Denison 518.4 miles; total 1,578.9 miles.

Denison to Shreveport 280.9 miles; total 1,859.8 miles.

## SHREVEPORT TO NEW ORLEANS

Read Down	Read Up	Intermediate	Station	Parish	State						
00.0	418.2	00.0	Shreveport	Caddo	La.						
11.5	406.7	11.5	Keithville	"	"						
15.1	403.1	3.6	Stonewall	DeSoto	"						
29.6	388.6	14.5	Grand Cane	"	"						
36.8	381.4	7.2	Mansfield	"	"						
60.0	358.2	23.2	Pleasant Hill	"	"						
73.7	344.5	13.7	Marthaville	"	"						
81.5	336.7	7.8	Robeline	"	"						
96.7	321.5	15.2	Natchitoches	"	"						
120.5	297.7	23.8	Montgomery	"	"						
137.0	281.2	16.5	Colfax	"	"						
144.1	274.1	7.1	Darro	"	"						
146.1	272.1	2.0	Bagdad	"	"						
158.6	259.6	12.5	Tioga	"	"						
163.9	254.3	5.3	Pineville	"	"						
164.4	253.8	.5	Alexandria	"	"						
179.1	239.1	14.7	Lamouri	"	"						
182.3	235.9	3.2	Lecompte	"	"						

## KANSAS CITY, MISSOURI, TO JOPLIN, MISSOURI (Through Kansas)

Read Down	Read Up	Intermediate	Station	County	State						
00.0	203.8	00.0	Kansas City	Jackson	Mo.						
30.5	173.3	30.5	Olathe	Johnson	Kans.						
35.9	167.9	5.4	Bonita	"	"						
38.9	164.9	3.0	Ocheltree	"	"						
40.7	163.1	1.8	Spring Hill	"	"						
48.0	155.8	7.3	Hillsdale	"	"						
55.1	148.7	7.1	Paola	"	"						
67.1	136.7	12.0	Oswatimie	"	"						
73.2	130.6	6.1	Beagle	"	"						
81.3	122.5	8.1	Cadmus	"	"						
91.4	112.4	10.1	Farlinville	"	"						
99.4	104.4	8.0	Mound City	"	"						
106.5	97.3	7.1	Manty	"	"						
113.7	90.1	7.2	Fulton	"	"						
125.5	78.3	11.8	Ft. Scott	"	"						
140.0	63.4	14.9	Anna	"	"						
149.1	54.7	8.7	Farlington	"	"						
157.2	46.6	8.1	Girard	"	"						
162.4	41.4	5.2	Washer	"	"						
171.2	32.6	8.8	Pittsburg	"	"						
180.7	23.1	9.5	Opolis	"	"						
196.8	7.0	16.1	Carl Junction	"	"						
203.8	00.0	7.1	Joplin	Jasper	Mo.						

## ST. JOSEPH, MISSOURI, ROUTE

Read Down	Read Up	Intermediate	Station	County	State
000.0	529.5	000.0	St. Paul	Ramsey	Minn.
142.5	387.0	142.5	Mason City	Cerro Gordo	Iowa
271.0	258.5	128.5	Des Moines	Polk	"
389.3	140.2	118.3	Bethany	Harrison	Mo.
392.1	137.4	2.8	I. T. Junction	"	"
399.7	129.8	7.6	New Hampton	"	"
408.0	121.5	8.3	Albany	Gentry	"
423.9	105.6	15.9	Ford City	"	"
430.8	98.7	6.9	King City	"	"
439.5	90.0	8.7	Union Star	DeKalb	"
448.8	80.7	9.3	Rochester	Andrew	"
456.9	72.6	8.1	Avenue City	"	"
466.2	63.3	9.3	ST. JOSEPH	Buchanan	"
487.0	42.5	20.8	Dearborn	Platte	"
495.7	33.8	8.7	Edgerton	"	"
502.1	27.4	6.4	Trimble—I. T. Junc.	"	"
508.8	20.7	6.7	Smithville	Clay	"
515.3	14.2	6.5	Nashua	"	"
519.0	10.5	3.7	Gashland	"	"
529.5	00.0	10.5	Kansas City	Jackson	"



TO THE OFFICERS AND VICE-PRESIDENTS OF THE JEFFERSON HIGHWAY ASSOCIATION :

In the recent Louisiana contest for the franchise markings, publicity campaign and supervision of the Jefferson Highway Association, the thriving little city of Boyce, La., twenty-two miles from Alexandria, where the Highway crosses Red River on a bridge, was one of the liveliest contestants; but owing to the fact that there was no bridge over the Red River at Boyce, she lost out.

Notwithstanding the two facts that she is twenty-two miles from the bridge at Alexandria, and that she was unsuccessful in the award of the Highway, her people are so loyal to the Jefferson Highway Association, so big hearted, generous, and far-sighted, that we have just received from them:

Six subscriptions to the Highway Declaration for one year .....	\$ 3.00
Twenty-two subscriptions for three years.....	22.00
Ten three year subscriptions from the Bank of Boyce .....	10.00
Five three year subscriptions from the Boyce Ice Company.....	5.00
Six twenty-five dollar memberships.....	150.00
Two memberships, ten dollars each .....	20.00

Also, including a check for \$80.00 to pay for the subscriptions and the first year's dues in the memberships.

This is such a grand exhibition of the true Jefferson Highway spirit and also of the Boyce spirit, that I think we should make a special acknowledgment of it and am therefore asking each of you to attach your name to the accompanying acknowledgment, so that I may send it to Boyce to show our appreciation of their action.

Sincerely yours,

(Signed) J. D. CLARKSON, General Manager,  
Jefferson Highway Association.

## Jefferson Highway Testimonial

This is to show our appreciation of the splendid action of the citizens of Boyce, notwithstanding the fact that they did not secure the Highway and are twenty-two miles from Alexandria, in sending as follows:

Annual subscriptions to the Jefferson Highway Declaration from Jno. A. Texada, Marcus Dunman, Alford Sheets, S. E. Bowers, W. G. Rudisill, and Jas. L. Padgett. Twenty-two, three year subscriptions from H. A. Joyner, A. Joyner, S. A. Kirkpatrick, J. W. Phillips, H. C. Phillips, Miss L. D. Jackson, D. K. Texada, Henry Jordan, T. J. Hickman, F. E. McGlothlin, Henderson Bros., D. J. Heiderich, J. P. Ryan, L. M. Butts, J. A. Ingram, J. R. Lynn, O. E. Grant, A. W. Stuckey, Rachal and Townsend, J. M. Deville, J. D. Johnson, and J. G. Baker. Five, three year subscriptions from the Boyce Ice Company and ten, three year subscriptions from the Bank of Boyce.

Touring memberships for \$10.00 each from H. A. Joyner and Dr. Heiderich. National memberships for \$25.00 each from D. K. Texada, J. D. Johnson, Jno. R. Hunter, J. E. Ray, A. Wettermark, and J. G. Baker; accompanied by check to pay for the subscriptions and the first payments on the memberships.

In witness whereof we, the entire membership of the International Board of the Jefferson Highway Association hereunto affixed our signatures.

E. T. MEREDITH, Past President and Life Member Board of Directors

D. N. FINK, President  
W. A. HOPKINS, Vice-President  
MRS. JOHN LAMAR KIMBALL, Second V-Pres.  
WALTER PARKER, General Secretary  
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If you use Stanolind Paving Asphalt you will be assured you have built the best road possible to obtain.

Furnished at any consistency. Information and specifications covering all kinds of Asphalt Roads, construction and approximate cost, furnished free on request.

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BROADWAY

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RIGHT

KEEP TO THE  
RIGHT

## Portland Cement

### Northwestern Brand

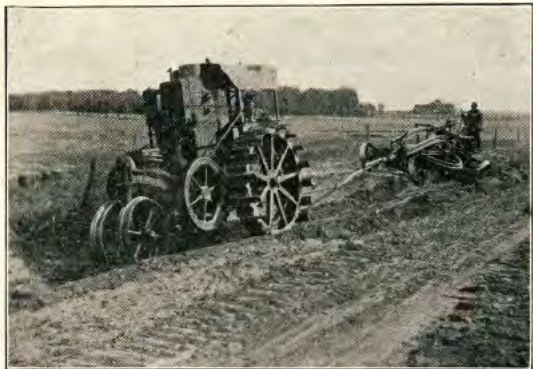
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## We'll Save You Money Building Highways

We'll ship a tractor to your road district on trial and prove up on the following guarantees:

We'll guarantee Hart-Parr Tractors to operate graders cheaper than any other tractors of equal horse-power under the same conditions.

We'll guarantee Hart-Parr Tractors to move three times as much dirt at the same expense as can be done with horses.

We'll guarantee Hart-Parr Tractors to operate successfully on all loads using cheapest kerosene for fuel.

These facts are backed by the largest exclusive road and farm tractor plant in the world.

Write for our trial agreement proposition and request if you like a copy of Field and Factory, our tractor magazine.

## Hart-Parr Company

Charles City, Iowa

Founders of the tractor industry—

—Builders of tractors that last



## COMPLIMENTS AND CRITICISMS

The clean appearance of St. Joseph streets and sidewalks, to that presented by many other towns and cities, was very noticeable and gratifying.

The Highway from St. Joseph to Des Moines was fully a thirty mile road during the third week in February with the exception of six miles south of Indianola in Warren county.

4 miles north of Lamoni, Iowa, is a bad wash on the east side of road that should receive early attention.

At Lamoni and for ten miles south, the new road has been thoroughly marked. Mr. Haskins and others doing the work, took so much interest in it that they shaved all the poles with a draw knife before putting the marks on.

At Davis City the culvert complained of on last trip, is to be replaced by a new concrete structure as soon as weather will permit. "WE LIKED DAVIS CITY."

1.7 miles north of Davis City, is a bridge that is a little difficult to get on and off—this could be remedied very cheaply.

4.1 miles north of Davis City, is a wash out clear across the road which makes a nasty jolt as one drives over. It is not more than three or four inches deep now and could be fixed in half an hour's time.

Two very desirable cut-offs have been arranged for south of Leon in Decatur county. They are short but so are the turns which they eliminate.

The Highway party was entertained very pleasantly by the Jefferson Highway county organization at Osceola, Iowa, and the court house was comfortably filled at night to hear a recital of what was going on elsewhere on the Highway.

South of Osceola, two or three places were noticed that required attention, but the boys said, if we would not mention them in the Declaration that, they would be fixed without delay; so we are not going to locate them. The pole markings in Clark county are the best on the Highway from New Orleans to Winnipeg.

In the south edge of Warren county, three or four miles of road are so bad that it would be hopeless to specifically criticize them.

Of all the places mentioned from Des Moines to New Orleans and return, this is the only locality in which there seems to be no attempt to better the conditions. Hope it will not be necessary to relocate the Highway to escape these conditions.

## CO-WORKERS

The following letter was received from Mr. W. B. Torgerson, of Oklee, Minnesota.

You may remember that the writer showed you a plan of a proposed change in the route designated in the Jefferson Highway between Trail and Oklee, which would bring the Highway in to Oklee without any material lengthening of the route.

You were pleased to state that you would be willing to look over this route on your next trip up this way, and we have been very busy getting ready for your next visit.

An enthusiastic meeting was held five miles from Oklee shortly after your last visit, where twenty-three farmers subscribed free work with their teams, most of them agreeing to a week's work, and the business men of Oklee have subscribed liberally towards a purse to be expended on this road, about \$350 being collected in about two hours by a committee.

A great deal of this work has been done, although we are not through yet, but progress is being made every day, and we feel that we shall be able to show you a road, and an enthusiasm for good roads, that will be sure to please you.

Now a great many are asking when we may look for you to visit us again, and if any plan for the next trip is being made, it will be a great favor if you will kindly inform me as to the probable time.

It is wonderful to note the interest shown in improving the roads, which can be traced directly to the "Jefferson Highway," and were all further developments of this Highway to stop now, the impetus already given to the betterment of the roads in general, would produce grand results.





## —for Better Road Oiling

Studebaker Oil Heater and Pressure Distributor will distribute properly and economically all grades of oils that will flow into tank and will also handle, when pre-heated, tars, binders, and other heavy material used for resurfacing and building new roads.

Distributing pipes spray a width of 8 feet, made with reinforcing web on top preventing breakage; extra deep flat bottom makes it easy to insert threaded nozzles without stripping threads. Set proper distance from ground to produce best results and may be lifted and held up clear of obstructions when not in use.

Drip pans lowered automatically when oil is shut off, permits oiling right up to crosswalk without dripping any oil on it.

Pump being positive in action, delivers a proportionate amount of oil at an increased or decreased speed—this insures uniform application. Made to operate from rear so operator may devote his entire time to distribution; or will furnish so can operate from driver's seat. Heater will maintain oil at high temperature during coldest weather. Can furnish without heater, making an ideal Pressure Oiler for properly distributing light road oils and emulsions for dust laying.

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PHILADELPHIA  
DENVER, DALLAS  
SALT LAKE CITY  
BOSTON, MASS.

ADV. NO. 3091

Eufaula is a nice sounding name and it is more than a name. It is a spot that possesses as much concentrated business energy and available resources as many towns two and three times its size.

Recently, in a contest with a town several times its size, it went into action with such a rush and with every pound of resources so well mobilized, that it backed its competitor clear off the bridge.

McIntosh county now has all concrete culverts in place or contracts let for their immediate construction.

They are planning for a park on a high hill, on the bank of the Canadian river, for the free use of the Jefferson Highway neighbors when they pass that way through Oklahoma.

In naming McAlester they escaped the smooth flowing Indian nomenclature so common in Oklahoma. Evidently, some man with a burr in his voice from the tight little islands, wandered this way and endowed the town with his name and possibly some of the conservatism of his ancestors.

The Jefferson Highway neighbors as they visit up and down the Highway, will like the appearance of McAlester. Its broad, well paved, clean streets will appeal to them and many will want to tarry there a while, especially if the natural thrift of the place is softened and mellowed by the adoption and practice of the Jefferson Highway spirit.

McAlester is not yet fully advised of what that is; but a movement is on foot under the leadership of Mr. J. D. Jones to put in circulation, two or three hundred Jefferson Highway Bibles to teach the people the real meaning of the Jefferson Highway spirit and how to put it in practice.

The canny citizens of McAlester and Pittsburg county can see that big money will come to them from better roads and are canvassing a proposition to pledge the credit of the county to raise funds to build these roads now and pay for them out of the tourists travel that will come that way by reason of them.

Nothing will have a greater tendency to concentrate this opinion into working shape than the circulation of several hundred copies of the Jefferson Highway Bibles in McAlester and Pittsburg county.



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ESTABLISHED 1885  
RED SENTRY  
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*Always*

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Keeps an accurate record of all gasoline sales made.

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Everywhere





The above cartoon from the New Orleans Times-Picayune together with several others which have appeared recently indicate the value and importance placed upon the Jefferson Highway by the Crescent City.

## THE McCALLUM ROAD PLANE

This implement is adapted for the care and maintenance of gravel and dirt roads. It can be adjusted by the lever deflecting the rear blade and controlling the depth of the cutting blade in the center which eliminates roadwaves, chuckholes, and ruts, leaving a smooth surface to shed water. It is ten feet long, five feet wide, weighs four hundred pounds, and drawn by two horses or tractor. I will prepay freight on the first three planes sent to any one state traversed by the Jefferson Highway, or east of it, one plane to a county, if trial order is sent by county road official. If plane does not do what I claim for it, return at my expense.



Manufactured and for sale by the patentee,  
**ANGUS McCALLUM, Pontiac, Michigan**





The Right Honourable Paul Nesbitt, Speaker of the House of Representatives, State of Oklahoma  
Oklahoma City, Oklahoma.

"Now that I am Speaker of the House of Representatives I will have little time to give to our Association, which has become a part of my life. I believe that we are going to have some legislation that is going to make it possible to realize our Jefferson Highway dream in the State of Oklahoma.

"Out of a membership of one hundred and ten in the House, all but ten members have asked to be on the Roads and Highway Committee. I think I will have to name a chairman and just make the committee of the whole house the roads committee. I think it is the only way I can satisfy them. I never have known any one question in the State of Oklahoma over which the people are so aroused as on this question.

"Now as to the trip to Winnipeg next spring or next summer. Of course, I don't know what the year will bring forth, but you can depend on one thing, if I can possibly arrange I will go on that trip. I have enjoyed many pleasant experiences in life, but never have I enjoyed anything more than the trip last summer to Canada. The many friends that I made on that trip, and the thousands of people I met are memories that are constantly in my mind, and to meet them again and to talk to them again will be the only pleasure greater than the one I experienced last summer.

"Give my regards to my many friends between Winnipeg and New Orleans.

Yours very truly,  
PAUL NESBITT."

#### WHAT BOURBON COUNTY, KANSAS, HAS ACCOMPLISHED IN BUILDING ROCK ROADS

H. A. Russell, of Chamber of Commerce, Ft. Scott, Kansas, writes as follows:

Some twelve years ago Bourbon county began a system of rock road construction radiating seven directions out of Ft. Scott. By an act of the Kansas legislature a special road district was formed and a one mill tax was levied, which produced sixteen thousand dollars annually. From this amount four or five miles of

macadam road was constructed each year and in ten years time there was built out of Ft. Scott fifty miles of permanent highway.

During the winter of 1915 a movement was started to extend this road system. It was necessary to do this under the Hodges road law which compelled the farmers to pay 75 per cent. of the cost of the road. Petitions were circulated for over fifty miles more of macadam road. Notwithstanding the fact that the benefit district must pay nearly all the cost of the road the petitions were circulated successfully and during the year 1916 contracts for twenty-seven miles of rock road were let by the county commissioners. Petitions for thirty miles more will be completed and filed at an early date. This twenty-seven miles of rock road contracted for in this county in one year under the Hodges law exceeds the amount contracted for during the same time under the same law in all the rest of the State of Kansas.



### Red Cross Explosives FOR ROAD IMPROVEMENTS

The combined use of Red Cross Explosives and modern road machinery will, in many cases,

#### Hasten Construction, Save Labor and Lower Cost of Work

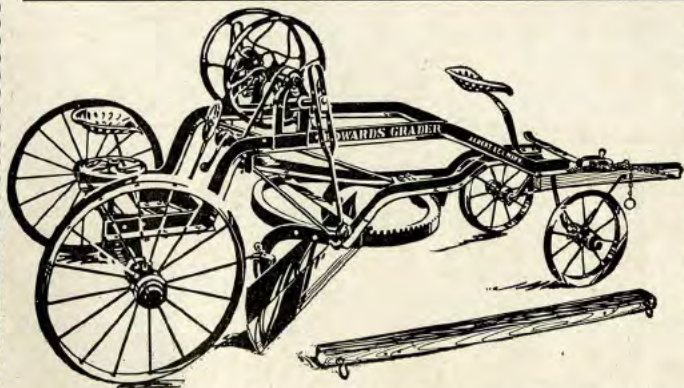
Our FREE BOOKLET "Road Construction and Maintenance" gives practical data how to use explosives exclusively, or in combination with modern road building machinery for building new and improving old roads. The book should be read by every engineer, road-builder and highway official.

Write for "ROAD CONSTRUCTION AND MAINTENANCE" Booklet.

E. I. du Pont de Nemours & Co.  
Powder Makers Since 1802  
WILMINGTON, DELAWARE



### EDWARDS ROAD MACHINES for Good Roads and Economy



When you are about to buy 4-HORSE ROAD GRADERS for all around road work, or 2-HORSE GRADERS for maintenance work, ROAD PLANES for Engine power or ROAD DRAGS, then GO AT IT RIGHT, by first sending for my catalog descriptive of my make of these machines.

I don't claim to build everything wanted for road work, but those I do build, **price** and **quality** considered, I claim will give you **BETTER SATISFACTION IN LONG USE** than other makes of machines.

Send at once to your Booster neighbor on the JEFFERSON HIGHWAY for the catalog and let me show you later.

**C. D. EDWARDS**

Albert Lea,

Minnesota



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Published Monthly by

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**J. D. CLARKSON**  
Editor

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Forms close the 20th of month preceding date of issue.

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Volume II

MARCH, 1917

Number 2

Please address all general mail and make all checks payable to Jefferson Highway Association—not to individuals who may be absent.

## NOTICE

STENCILS AND MARKING INSTRUCTIONS CAN BE OBTAINED FROM THE HOME OFFICE AT DES MOINES, IOWA, OR STATE DIRECTORS AND VICE-PRESIDENTS.

## THE JEFFERSON HIGHWAY SPIRIT

A letter received from Dr. T. J. Perkins, of Red Fish, Louisiana, says in part:

"As to the \$15 check for memberships for Holden and me, we would like to have them stand. While we did not get the Highway, I was not surprised. I see by yesterday's paper that the Point Coupee people have ordered elections to issue bonds for the road we went over. I think the road will be made and the campaign for the Jefferson Highway has done this much for us.

Had a very nice note from Mr. Wolstencroft a day or two since. I hope to see more of him. I feel that your work and his, has been of great benefit to Louisiana. It has brought the big men together. I feel that we have the men and all we need is to get together and work together and Louisiana will come to its own."

In the Louisiana contest between Boyce and Colfax quite a little feeling was worked up against some of the Boyce adherents and word reached us after the award was made that there might be an attempt on the part of a few to try to punish the Boyce adherents. We at once wrote to our committeemen at Colfax that we did not think the Jefferson Highway would stay on the ground in a community that would countenance such a practice and was very much pleased to get a letter from Capt. C. H. Teal, of Colfax, saying, "There was some feeling against some of the planters living in that vicinity because they were in sympathy with the Boyce movement but it has all died out now. These people are entitled to the road from Fairmont to Boyce and they shall have it if I live." That is the Jefferson Highway spirit.

## A YOUNG PROPHECY

It is seldom that a prophet lives to see the fulfillment of his prophecy, but times are changing rapidly and prophecies with them.

In July, 1916, the officials of the Jefferson Highway Association prophesied that a good auto road was as reliable and valuable as a railroad to the communities served by it and proceeded to demonstrate it by arranging a run on exact schedule time from St. Joseph, Missouri, to Winnipeg, Canada, a distance of over one thousand miles. This run was made reaching one hundred twenty-five out of one hundred and twenty-eight towns, on the minute.

This was the first run of the kind ever conceived. In view of this, the following dispatch from Chicago under date of February 17, 1917, to the Kansas City Star, would indicate that gray hair is not any longer a necessary adjunct to prophecy.

## Chicago Dealers Find Delivery by Cross-Country Run Successful

Chicago, Feb. 17.—Motor car "trains," running on schedule, are arriving in Chicago daily. Dealers and manufacturers, made desperate by orders piling mountain high and deliveries checked by the freight car shortage, have resorted to cross country runs in order to get machines to important customers. Nearly two hundred cars a day are being received that way now by Chicago agencies.

Four "trains," totaling 105 motor cars, arrived in Chicago today in that manner. They were the receipts of only two makes. Other companies reported receipts of varying numbers of cars. Meanwhile the general freight tieup continues, according to officials, but with some hope of relief soon.

"These cross country runs for the delivery of cars have developed into a fine science," said O. E. Berkey, resident manager for the Oakland Motor Company. "Cars are sent plunging through snow drifts and bucking zero weather conditions pretty nearly on schedule. Regular drive out crews are used, experienced drivers in charge of captains who are factory experts. Cars are being delivered in this way as far west as Iowa and Nebraska."

Two runs on schedule time are to be made during 1917 over the Jefferson Highway from each terminal to the other.

One of these runs is to be halted two days at St. Paul to hold a director's meeting. The day and the hour are now set for the presiding officer to call that meeting to order. And the day and the hour are now set when D. N. Fink, the President of the Jefferson Highway Association, is to leave Muskogee, Okla., on his way to St. Paul, 1,394.8 miles away.



## TWO CONTESTS DECIDED

In the friendly contest just closed, regarding the location of the Jefferson Highway between Bethany and Pattonsburg, the award was made along the same general lines as in the Louisiana contest.

### Conditions

The award will be made under the following conditions:

The successful contestants will be expected to put the roads to which the Highway is awarded in passable condition for automobiles by repairing bad places, and reducing the hurdles to passable culverts, and keep them in this condition so that the Sociability Run from Winnipeg to New Orleans can be gotten over the road in comfort and safety on schedule time in April or May and on the Sociability Run from New Orleans to Winnipeg in June can be handled in similar manner which ever happened to be routed over the cut off.

They will be expected also to include in construction contracts, provisions for keeping the road in passable condition during construction period or provide proper detours.

They will be expected to respond in their section to a call for a Jefferson Highway good roads day extending from New Orleans to Winnipeg some thirty days prior to these runs and one to precede the run the day previous to the day these runs reach their particular locality.

The marks, signs and supervision of the Jefferson Highway Association are to be put on the road as soon as possible after the award has been accepted.

All grades are to be brought to approximately 6 per cent. or less.

The right of way to be fully forty feet wide and in case of heavy cutting and filling as much wider as is necessary to provide material for fills and the space for the footing of fills. The width of the roadway to be thirty feet between ditches or twenty-four feet usable surface.

At a point marked A on the diagram the road is to be moved north to line up with the bridge or a curve made large enough to approach the bridge on straight line fifty feet from the bridge.

The bridge at B is to be moved on a line with the road.

The bridge at C is to be a substantial permanent construction with a carrying capacity of fully fifteen tons and a safety factor of four.

The bridge at D is to be moved on the line of the road east and west of it, taking out the jog, or a new bridge constructed at this point, of character up to the state highway department's requirements.

The bridge at E is to be moved straight with the road.

The other water ways are to be concrete or if corrugated iron they must have concrete collars at each end and must be covered with dirt fully two-thirds the diameter of the opening and approaches carried back on a grade not less than one foot to the inch.

All fills across bottom land are to be of sufficient height to top the average flood water of five years. It is not expected to top such floods as that of 1909.

All turns are to be made on a radius of a circle 200 feet in diameter.

Finally, each section receiving the franchise of the Jefferson Highway Association for the routing of its touring traffic and the benefits of its international publicity campaign is to produce the road described herein by November 1, 1917, and further to make a 365-day-road of it as soon as a general movement is organized in north Missouri to make 365-day-roads.

### The Acceptance

Pattonsburg, Mo., January 20, 1917.

We, the undersigned, president and secretary of the Daviess-Harrison County Jefferson Highway Country Club, hereby accept, on behalf of the contestants, the award made in the matter of the location of the Jefferson Highway by J. D. Clarkson, arbitrator.

Daviess-Harrison County Jefferson Highway Country Club,

JESSE E. MAIZE, President,  
GEO. N. GRIMES, Secretary.

In the friendly contest just closed, regarding the location of the Jefferson Highway between Lamoni and Eagleville, the same general principles were followed.

### Conditions

The award will be made under the following conditions:

The first six paragraphs are same as in the first award.

All hedges which shade the road must be kept trimmed to not over four feet in height.

Narrow fills at three miles out and 8.4 miles out from Lamoni are to be made regulation width.

The water ways are to be concrete or steel construction and approaches carried back on a grade not less than one foot to the inch with ample passing room.

All turns are to be made on a radius of a circle 200 feet in diameter.

Finally, each section receiving the franchise of the Jefferson Highway Association for the routing of its touring traffic and the benefits of its international publicity campaign is to produce the road described herein by November 1, 1917, and further to make a 365-day-road of it within two years.

### The Acceptance

Eagleville, Mo., January 24, 1917.

Jefferson Highway Association,

Des Moines, Iowa.

Gentlemen—We the undersigned, president and secretary of the Oland Good Road Club on behalf of the members of said club, do hereby accept the award made by J. D. Clarkson, arbitrator in the matter of the relocation of the Jefferson Highway over some ten miles of road between Lamoni, Ia., and Eagleville, Mo.

Oland Good Road Club,

P. J. RICHARDSON, President,

C. N. ANDERSON, Secretary.

In addition to the above which was required, the farmers owning land along the road voluntarily signed and sent in the following:

### Guaranty

We, the undersigned, residents along the Jefferson Highway as re-located between Eagleville, Mo., and Lamoni, Ia., hereby agree to keep said Jefferson Highway between Eagleville, Mo., and Lamoni, Ia., in its present good condition and to make such betterments and improvements as the board of directors of the Jefferson Highway Association shall establish as a standard for such roads.

Lon Barnes, Joseph Anderson, C. N. Anderson, Frank Hurst, Geo. A. Powell, J. S. Wagner, P. E. Pules, H. J. Brooks, G. D. Cramer, J. W. Brooks, Riley Hurst, Chas. Haskins, P. J. Richardson, Roy E. Haskins, A. H. Thompson, W. W. McFarland, David Hadley, Albert Hurst, I. V. Poush, Warren Little, Otis Little, J. J. McKim, Geo. Martin, Geo. Erwine, John Martin, Harry Martin, L. I. Brewzer, John Weedmark, J. P. Haas, Anderson Bros.

## WE HAVE ARRIVED

A fine stock man has named his farm after us and a cigar maker his best cigar, both in Missouri.

At McAlester, Oklahoma, a candy maker named his Christmas package Jefferson Highway.

In New Orleans, a large wholesale candy manufacturer named his latest product the Jefferson Highway Assortment.

The New Orleans city papers have been running Jefferson Highway cartoons and the New Orleans Association of Commerce has printed across the bottom of every letter it writes "Southern Terminus of the Jefferson Highway." Canal street and St. Charles street in New Orleans are contesting for the honor and profit of being designated as the official entrance of the Jefferson Highway.

Doctor and Mrs. Joseph, of Melville, Louisiana, have promised their son, Seymour, who is attending the University, an automobile and a trip over the Jefferson Highway as a graduation present.

A glance at this issue of the Jefferson Highway Declaration will show that several national advertisers are with us.

The six hundred employes of a big publishing plant in Iowa are planning a two weeks' vacation trip over the Jefferson Highway.

Now but one thing remains to show that we have received the stamp of public approval. Has any one named a baby Jefferson Highway?



When at STAPLES, MINNESOTA Stop at the

## St. Charles European Hotel

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All Night Service

BETHANY, MISSOURI



DAVID N. FINK, of Muskogee, Oklahoma

## OUR PRESIDENT

Those who know our President, and that knowledge is not confirmed to the State of Oklahoma by any means, realize that he is a man of quick and courageous action when the occasion arises.

One of these crucial moments came to the surface in Oklahoma last month and the rapid and efficient manner in which he swung into action, surprised his friends and astounded those who were not so well acquainted with him.

At the time of the directors meeting in Muskogee last November, in an Oklahoma state meeting being held at the same time, he proposed raising by private subscription the sum of \$125,000 with which to build a bridge across the Canadian river. In twenty-nine minutes, by the watch, the plan had been adopted and the money pledged.

The Canadian river had been an impassable barrier between northern and southern Oklahoma ever since the old Indian Territory had been made into a state. No practical hope of bridging it had ever been entertained until the location of the Jefferson Highway through the state kindled one. So it can be imagined with what satisfaction this action was regarded by all present. All parties returned home feeling that not only the greatest obstacle in Oklahoma, in the construction of the Jefferson Highway has been removed, but also the greatest obstacle in its entire length.

But unfortunately, this bridge had to be built between two counties and immediately a difference of opinion and a divergence of local interest developed, that by the middle of February, was blocking all progress and threatened to defeat the whole project.

The contending parties were called together and our President went into action with the statement that for the purposes of that meeting, they could consider him as not living in Oklahoma, but somewhere else in the United States, that the Katy train was due north at 7:14 that evening, and if by that time those two communities could not compromise their differences, he would go home and attend to his private business and they could kiss the Jefferson Highway "Good-bye" as other localities that were keen to have it would get it.

Two hours and fifty minutes were then devoted to the study of ancient history, and then in less than ten minutes an agreement was reached, written up and signed with the 7:14 Katy train over two hours away.

Mr. Fink's courageous statement and the underlaying good sense of the representative men present, had much to do with the settlement reached. Details of which may be found elsewhere in this issue.

The Bull Dog Never Slip Tire Patch is worth investigation by all our Jefferson Highway Neighbors. This would undoubtedly be a very valuable friend to have along on our next Sociability Run.

The Corona typewriter, for the use of the Jefferson Highway Association, donated by Mr. Russell, of Des Moines, Iowa, and the B. F. Swanson Typewriter Co., is proving a great convenience and satisfaction.



MR. CAR OWNER  
you had better buy a can of  
**Bull Dog Never-slip Tire Patch**  
*now*

Free sample and circular mailed upon receipt of five cents postage. Write today.

IOWA TIRE PATCH CO., Des Moines, Iowa

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PURNELL M. MILNER, of New Orleans  
Vice-President for Louisiana

Mr. Milner is rated in Louisiana as a hundred horsepower dynamo in anything he undertakes. We are just in receipt of a letter from him which indicates he is going to turn on the current for the benefit of the Jefferson Highway. It reads as follows:

As you have completed the organization of the Jefferson Highway directorate in Louisiana, as vice-president, I would like to take up and carry on the work which you have started. To do this, however, I must have a map of the route which you selected from Shreveport, and also the names of the various parish officials that you appointed. Please let me have this at once.

Passing through Checotah, Oklahoma, many new roofs may be seen from the car windows, indicating a healthy and vigorous growth.

No doubt, many more could be seen from an automobile as one passes through on the Jefferson Highway. That is one reason why a well marked and well advertised highway is of more value to a town than another line of railroad.

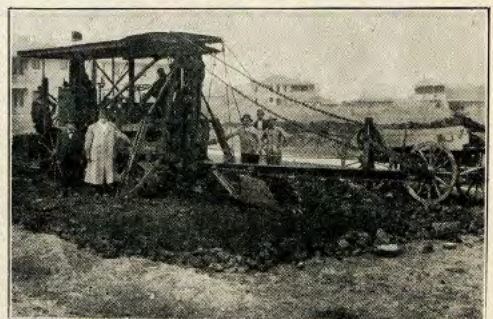
It permits the traveler to see more of the town and generally a better portion of the town, than can be seen from the railroad and if the traveler is attracted, he can stop an hour or a day, or a week, but the railroad hurries him on to his final destination totally ignorant of the many good things he has missed.

The man who is always ready to help those in need, whether the individual or the community, is a community asset.

But the man who lends no assistance to others and is anxious only for his own ends—to get as much as he can and give as little as possible—is a mere hanger-on whose community value is wholly negative.

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Phone 137 J. H. TRESLER, ProprietorGEORGE E. MCININCH, of St. Joseph, Mo.,  
Jefferson Highway Director.

In the readjustment of Missouri road laws, it is going to be possible for northwest Missouri to have a splendid representative on the commission in the person of Mr. Geo. E. McIninch, of St. Joseph, Missouri.

No better man could be found anywhere. He eats, works, sleeps and dreams with the good roads subject uppermost in his mind.

In addition to his interest in the subject, he has developed a skill and finesse in getting results possessed by few.

The Jefferson Highway neighbors in Missouri, could not serve their own interests better than by writing to, and urging on Governor Gardner the appointment of Jefferson Highway neighbor, George E. McIninch, of St. Joseph, Missouri.

Every dyed in the wool Jefferson Highway neighbor who does not take the Road-Maker published at Moline, Illinois, is missing a good bet. For a strong meat diet the Road-Maker scores the highest of any general good roads journal in the country. One dollar accompanied by your name and address and sent to the Road-Maker, Moline, Illinois, will bring you at least \$5 worth of satisfaction and \$10 worth of information.

**WHAT MUSKOGEE LOST**

On the sixth day of January, 1917, Mr. J. G. Puterbaugh, president of the McAlester Fuel Company and two friends were on their way from the north traveling in Mr. Puterbaugh's Pierce-Arrow and anxious to get to McAlester as early the next day as possible.

They arrived at Wagoner at 8:45 P. M. fully intending to proceed to Muskogee that night but were advised that there was a quarter of a mile of road in the Verdigris bottom that it would be unwise to tackle at night even with a Pierce-Arrow so they laid up for the night at Wagoner.

A copy of Mr. Puterbaugh's expense account shows the following: Three suppers, \$1.50; three beds, \$1.50; three breakfasts, \$1.50; gasoline, \$2.30; oil, \$.80, total \$7.60.

In talking about this incident Mr. Puterbaugh said this sum would have been increased 40 or 50 per cent. if they had gotten to Muskogee because the opportunity to spend money is much greater than at Wagoner and that they would have been glad of the opportunity to spend.

Multiply this by thousands and it will show what it means to Muskogee or any other place on the Jefferson Highway to be known as a good night control.

Now some may say "and what of Wagoner?" If any one is sufficiently interested to ask the question we will show them conclusively that there are no losers in the good roads game.



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Every Room in Excellent Condition

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WALTER PARKER,  
General Secretary Jefferson Highway Association

For the wonderful results obtained in Louisiana, which were described at length in the February number of the Declaration, too much credit can not be given Walter Parker of New Orleans, General Manager of the Association of Commerce of New Orleans and the Association itself.

After spending several weeks on the Sociability Run north over the Jefferson Highway he returned to New Orleans so filled with the potential value of the Highway to his state that he inoculated every one he met with the idea until it spread over the entire state. As a result of this, Jefferson Highway matters were so speeded up that much was done in the fall of 1916 that no one expected to be done till 1917 or '18.

In fact he gave Louisiana such a push that she bids fair to be the second state to finish her section of the Jefferson Highway.

As we proceed north, we find that the many friends of Walter Parker, of New Orleans, made on the Sociability Run last summer, are anxiously looking for his return. We are much pleased to be able to report that he is going to be in the June Sociability Run.



2,000 Lineal Feet of Concrete Road on the Jefferson Highway in  
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### DU PONT

That is the common every day name of a company that does more things, probably than any other company in the United States.

It has another name, quite a dignified one, that commenced last week and ends next week. It is E. I. Du Pont De Nemours and Company. Under this latter name it does business at Wilmington, Delaware, and manufactures 251 different destructive articles of commerce but under the name Du Pont it sells these 251 articles all over the United States and the rest of the world.

To furnish information about these products it publishes a little book (free for the asking) in which they are listed commencing with Acetanilid and ending with Zultewith, 249 other things between.

Thomas Jefferson, in honor of whom our Highway is named, persuaded the original E. I. du Pont de Nemours to start in the powder business on the banks of the Brandywine. For that reason the Jefferson Highway neighbors should take a special interest in this company's products. More especially when the Du Pont Company is taking an interest in us by advertising in the columns of our house organ, the Declaration.

### IT'S THE ONLY WAY

(From Thief River Falls—Minnesota Times)

The people of Clearwater county are fully sensible of the service performed for them by their neighbors in Pennington, Red Lake and Beltrami counties when all joined in requesting that any national highway money coming to this section be expended on the Jefferson Highway within the first named county. Voicing its appreciation of this act the Clearbrook Journal says:

"The people in Clearwater county are grateful to the citizens of Red Lake Falls, Thief River Falls and Bemidji for the splendid public spirit manifest in this move, which means so much to our county. It proves that they are interested in the completion of that mighty National Highway, known as the Jefferson Highway and are willing to make personal sacrifices to attain that end. It is now up to Clearwater county to show them they are alive to the good will shown, by doing their part, and do it well, and we are proud to state that we believe that the boys will attest our views by the best and greatest effort in road construction during 1917, ever seen in Clearwater county. Let us carry a warm spot in our heart for those willing helpers above named."

This is another example of the Jefferson Highway spirit that is spreading from end to end of the Highway and flowing out on the sides as it did at Boyce and Red Fish.—Editor.



# When in Shreveport, Louisiana

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## Everything for the Motorist

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### LEWIS AND CLARK'S EXPEDITION

(Continued from Page 4)

The 23rd of March, 1806, found the explorers ready to start homeward across the long way they had come. One of their last acts before leaving the Pacific coast was to draw up a full list of the members of the party and making several copies of it to leave there among the friendly Indians with instructions to give them to the first white men who should arrive in the country. The route by which the explorers had come was marked and the date of arrival at and departure from the Pacific coast.

The party was glad to be over the mountains again and on the happy hunting ground of the Great Plains. They returned to the place where they had made their last cache. Separating here, Clark descended the Yellowstone and Lewis the Missouri until they met at the junction of the two rivers.

After stopping at the Mandan village they made a rapid descent of the Missouri. Nearing St. Louis they met a party of traders ascending who told the explorers they had long since been given up for lost.

At St. Charles the band of ragged and bruised men were welcomed with cheers and the firing of guns. The men were scattered among the families for the night, honored guests of La Charette.

The next morning so soon as the party could break away from their hospitable hosts, they continued their journey, rounding out the Missouri into the Mississippi they pulled up at St. Louis at noon, Tuesday, September 23, 1806. Running down the stoney path to the river came the whole of St. Louis, eager to welcome the returning voyagers. Every citizen wished to secure one of the party to be his guest while they remained in St. Louis. There was laughter and gaiety and rejoicing; smoking and telling of stories all day long. Even York never failed to have an appreciative audience.

The two captains dispatched their official report to Washington. It is worthy of note that they had made the whole difficult journey without losing a single man but Sergeant Floyd. One man chose to remain in the wilds and stayed in the Mandan country with some trappers whom they met. Dauntless Sacajawea and her husband also remained in Mandan village from which they had gone so many moons before. Captain Clark offered to have Sacajawea's little tousant educated in the white man's country when he should be a little older.

Lewis found himself the most popular man in America. Clark indeed, shared the glory. The whole land was excited and no wonder, for the greatest pathfinders of the United States had returned from discovering a new world as large as half of Europe. All at once the unknown, mysterious West stood revealed as the home of natural resources with untold possibilities.

How fortunate are the American people that there occurred an event so propitious as the purchase of Louisiana. Its immediate exploration led to a development the end of which is not yet.

May we ever do honor to Lewis and Clark and their brave followers, and to Thomas Jefferson who made possible the expedition that acquainted the world with the wonders of our trans-Mississippi.

It is only natural that almost every man should be primarily interested in his own affairs; in bringing success to his personal undertakings.

But he cannot afford to overlook what is being done by his fellows.

Their progress has a bearing on his progress.

For the sum of individual activities measures the progress of the community in which such activities take place.

So that individual prosperity is in a large degree dependent upon community prosperity.

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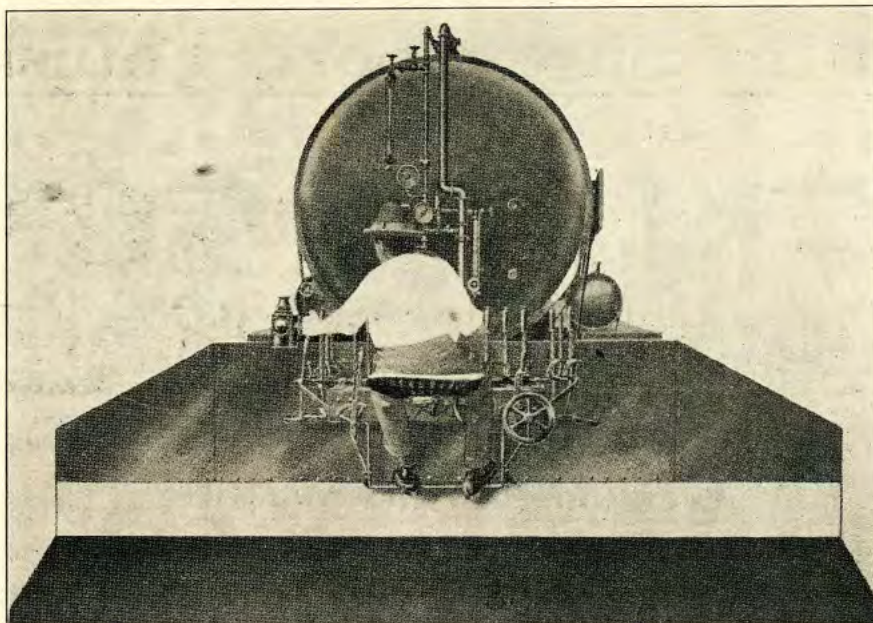
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## Read Carefully WE INVITE CRITICISM

Before the WORLEY-LOGAN Atomizing Oiler was invented, patented and placed on the market, the methods and systems in applying oil were crude and ineffective.

The earth is porous, and when oil is displaced by means of pump pressure, you have a continuous, heavy, thick flow of oil and in order to equalize the distribution of oil, the flow must be sufficient for each nozzle to lap the other or exactly meet.

When this is done, regardless of the temperature of the oil when applied, you immediately seal the pores of the earth and prevent that which you are endeavoring to accomplish "Penetration," because oil, if heavy enough to bind and give you a perfect bond with the materials on which it is applied, furnishes an air tight jacket over the surface; the earth being porous and full of air, oil can not and will not penetrate until the air escapes; the air being sealed in will hold the oil out; the oil will quickly lose its temperature, will become thick and heavy, thus preventing penetration and forcing you to rely absolutely upon traffic to mix the oil with the earth. The traffic will break the crust formed by oil over the surface and permit the air to escape and if climatic conditions are right and the sun hot enough, a portion of oil will penetrate and you will acquire a spotted, asphaltic surface.

If the surface of the road is packed and hard, the greater portion of oil applied will be evaporated, washed into the gutter or picked up and carried away by traffic. Under no circumstances will more than  $\frac{1}{4}$  of the amount of oil applied in such manner, at any time become a part of the road and wearing surface. When oil is applied in such manner, your efforts will be unaccomplished.

The dust and dirt from other portions of the road which was not penetrated with oil, will be picked up, blown or in some manner placed on top of the oil that was not picked up, evaporated or washed away and the dirt placed on this oil will be saturated by capillary attraction, because oil expands in the direction of capillary attraction and will penetrate upward under such conditions. This will bring about a spotted, non-uniform condition. There will be portions of the street or road which is, in your opinion if you are not thoroughly familiar with spreading oil, worn through or in some manner given away and permitted the water, in time of rain, to penetrate and soften the road bed, seep under the asphalt spots and caused them to break and crumble. The condition is not as you see it-or believe it to be. It is not worn through. Unsatisfactory results, non-uniform roofing, holes and soft places in the road are caused by inadequate machinery with which to apply oil.

This condition can be avoided by and through our system of atomization. First, we heat and apply the oil at a higher temperature than any other machine on the market, and by eliminating pumps in the construction of our machine, we eliminate 90 per cent. of the trouble connected with road oiling and also.

the necessity of applying sheets of oil to the surface, which is necessary when pumps are used in displacing same, in order to acquire an even and equal distribution of oil over the surface.

Instead, we displace oil by means of air pressure and apply same to the surface in a form of mist, under 100 to 125 pounds of air pressure. By so doing, we acquire an even and equal distribution of oil to each and every square inch of surface, forcing it to penetrate instantly to a depth which with ordinary machinery, would take days or weeks to accomplish and at no time do we apply oil heavy enough to close the pores of the earth to prevent penetration because it is applied in a form of mist or vapor to prevent sealing the pores. There will be no pools or puddles of oil when applied with our machine as the horse tracks, ruts or lower portions of the road receive no greater amount than knolls or higher portions of the road.

We know by experience when oil is applied in greater quantities than will immediately and quickly penetrate, when applied at a high temperature and properly atomized, is surplus, detrimental, dangerous, waste and expensive. If it does not penetrate immediately, it will never do so. That which remains on the surface will be washed to the gutters, picked up and carried away by traffic or evaporated by the sun and wind.

The idea and system of oiling one side of the road or street, covering the surface completely and closing same to traffic, thinking and believing it will in time penetrate, is foolish, nonsense and should be abolished. If the surface is hard and penetration can not be had and an application of oil is necessary for sanitation, dust purposes, or to renew the life of asphaltic oils previously applied, it should be distributed in extremely light quantities. Boulevards should receive about  $\frac{1}{10}$  and not to exceed  $\frac{1}{4}$  of a pint of oil per square yard, evenly and equally distributed under high temperature and should be atomized and applied in the form of mist. When this is done by and through our system of atomization, you will find a vast difference in final results.

The roads and streets treated with our machine will at all times remain open to traffic. The oil will be applied more frequently, more evenly, deeper and better penetration will be acquired and the ultimate result will be, the roads and streets maintained in 100 per cent. better condition than when treated by other processes and the surface will be uniform, no holes or pits, due to the uniform distribution of oil. The temperature under which it is applied, and the air used to atomize and apply same in the form of mist, will actually bring about these results.

In bringing about these results, our machine compared with others, in no instant, uses to exceed 50 per cent. of the amount used by others, and usually the consumption of oil is reduced  $\frac{2}{3}$ . The expense in applying same is less than  $\frac{1}{2}$  of other processes. The maintenance of our machine compared with others, is practically nothing, because of the elimination of pumps and complication.

For prices, specifications and catalogues address

# The Good Roads Company

14th and Chestnut

Kansas City, Missouri